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KOWLOON-CANTON RAILWAY.

TIME-TABLE.
On and after AUGUST 28th, 1930, until Further Notice (all previous Time Tables cancelled).
UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	6.35	8.00	9.15	10.30	11.45	12.15	1.30	2.45	3.00	4.15	5.30	6.45	8.00	9.15	10.30	11.45	12.15	1.30	2.45	3.00	4.15	5.30	6.45	8.00
Yau Ma Tei Dep.	6.44	8.09	9.24	10.39	11.54	12.24	1.39	2.54	3.09	4.24	5.39	6.54	8.09	9.24	10.39	11.54	12.24	1.39	2.54	3.09	4.24	5.39	6.54	8.09
Shatin Dep.	6.58	8.13	9.28	10.43	11.58	12.28	1.43	2.58	3.13	4.28	5.43	6.58	8.13	9.28	10.43	11.58	12.28	1.43	2.58	3.13	4.28	5.43	6.58	8.13
Tai Po Dep.	7.10	8.25	9.40	10.55	12.10	12.40	1.55	3.10	3.25	4.40	5.55	7.10	8.25	9.40	10.55	12.10	12.40	1.55	3.10	3.25	4.40	5.55	7.10	8.25
Market Dep.	7.15	8.30	9.45	11.00	12.15	12.45	2.00	3.15	3.30	4.45	6.00	7.15	8.30	9.45	11.00	12.15	12.45	2.00	3.15	3.30	4.45	6.00	7.15	8.30
Fanling Dep.	7.25	8.40	9.55	11.10	12.25	12.55	2.10	3.25	3.40	4.55	6.10	7.25	8.40	9.55	11.10	12.25	12.55	2.10	3.25	3.40	4.55	6.10	7.25	8.40
Shum-chun Dep.	7.30	8.45	10.00	11.15	12.30	13.00	2.15	3.30	3.45	5.00	6.15	7.30	8.45	10.00	11.15	12.30	13.00	2.15	3.30	3.45	5.00	6.15	7.30	8.45
Shum-chun Arr.	7.38	8.53	10.08	11.23	12.38	13.08	2.23	3.38	3.53	5.08	6.23	7.38	8.53	10.08	11.23	12.38	13.08	2.23	3.38	3.53	5.08	6.23	7.38	8.53
Canton Arr.	12.34	1.49	3.04	4.19	5.34	6.49	8.04	9.19	10.34	11.49	13.04	1.19	2.34	3.49	5.04	6.19	7.34	8.49	10.04	11.19	12.34	1.49	3.04	4.19

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shum-chun Dep.	7.13	8.28	9.43	10.58	12.13	12.43	1.58	3.13	3.28	4.43	5.58	7.13	8.28	9.43	10.58	12.13	12.43	1.58	3.13	3.28	4.43	5.58	7.13	8.28
Shum-chun Arr.	7.20	8.35	9.50	11.05	12.20	12.50	2.05	3.20	3.35	4.50	6.05	7.20	8.35	9.50	11.05	12.20	12.50	2.05	3.20	3.35	4.50	6.05	7.20	8.35
Fanling Dep.	7.25	8.40	9.55	11.10	12.25	12.55	2.10	3.25	3.40	4.55	6.10	7.25	8.40	9.55	11.10	12.25	12.55	2.10	3.25	3.40	4.55	6.10	7.25	8.40
Market Dep.	7.31	8.46	10.01	11.16	12.31	13.01	2.16	3.31	3.46	5.01	6.16	7.31	8.46	10.01	11.16	12.31	13.01	2.16	3.31	3.46	5.01	6.16	7.31	8.46
Tai Po Dep.	7.40	8.55	10.10	11.25	12.40	13.10	2.25	3.40	3.55	5.10	6.25	7.40	8.55	10.10	11.25	12.40	13.10	2.25	3.40	3.55	5.10	6.25	7.40	8.55
Shatin Dep.	7.53	9.08	10.23	11.38	12.53	13.23	2.38	3.53	4.08	5.23	6.38	7.53	9.08	10.23	11.38	12.53	13.23	2.38	3.53	4.08	5.23	6.38	7.53	9.08
Yau Ma Tei Dep.	8.06	9.21	10.36	11.51	13.06	13.36	2.51	4.06	4.21	5.36	6.51	8.06	9.21	10.36	11.51	13.06	13.36	2.51	4.06	4.21	5.36	6.51	8.06	9.21
Kowloon Arr.	3.12	4.27	5.42	6.57	8.12	8.42	9.57	11.12	12.27	13.42	1.57	3.12	4.27	5.42	6.57	8.12	8.42	9.57	11.12	12.27	13.42	1.57	3.12	4.27

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LIGHT AEROPLANES FOR AIRWOMEN

NOTES ON BRITISH FLYING DEVELOPMENTS.

HIGH-SPEED AIR-MAIL SERVICES: A MODERN MAGIC RING.

A woman pilot has played a foremost part within the last few weeks in demonstration the high qualities of British aeroplanes.

Miss Winifred Spooner, who gained first place among the "heavier" machines in the round.

Europe international touring competition, finished second in the race round Italy. She was the only British entrant, one of two women pilots in the contest, and, though her machine was not specially adapted to the regulations governing the event, she finished in front of all except one of thirty-one men pilots.

Her machine was her own Gypsy Moth light biplane, fresh from the gruelling ordeal of the round.

Europe flight. That British machines are pre-eminently suitable for the woman flyer because of the ease of control and excellent flying qualities of the British light airplane, has

been proved once more within the last ten days at an airdrome near London. No fewer than ten women took their pilot's "A" licences during that period; this is believed to be a record for a single school of flying instruction.

High Speed for Air Mails.

Captain C. D. Barnard has added another fine flight to his series of demonstrations of the way to operate high-speed air-mail services. Early in August he flew from London to Malta and back, a distance of 2,700 miles, in 28 hours, spending the intervening night at Malta.

His latest objective was Tangier. Leaving Lympne airdrome, England, at 6 a.m. on August 25, he flew to Tangier, 1,240 miles away, in twelve hours. The following morning he ascended from Tangier at 7.20 a.m. and alighted at the London air station, Croydon, five minutes less than eleven hours later—an average speed of 110 miles an hour.

The machine was again the British light cabin monoplane called the "Puss Moth," which is one of

the fastest machines of its kind in the world. Captain Barnard proves by these high-speed journeys that the present-day British light aeroplanes can cover with ease distances of 1,000 miles and more each day without alighting to refuel. He contends, therefore, that air-mail machines can ply regularly over similar distances and considerably accelerate present air communications.

The Magic Townsend Ring.

Radial air-cooled engines expose a large frontal surface to movement through the air. The resistance, or "drag," of such a snout is, therefore, considerable. Much research has been done to find some means of overcoming this defect of the radial engine and a considerable measure of success has been obtained. A British firm, Messrs. Boulton & Paul, are now able to supply to users of radial engines different forms of the famous British invention, the Townsend ring. This is a form of ring cowling which encircles the engine at its greatest diameter and is faired off to merge the ring into the lines of the fuselage.

(Continued on Page 4.)

Diary of Coming Events.

To-day (October 8.)
Queen's Theatre: "Air Circus."
World Theatre: "Two Butterflies" (Chinese film).
Star Theatre: "Evening Clothes."
Central Theatre: "Seven Days' Leave."
Majestic Theatre: "Fashion Madness."
Army Harbour Race, 3.45 p.m.
V.R.C. Aquatic Sports, 5.30 p.m.
Hong Kong Boxing Association, yearly meeting, at Messrs. Jardine Matheson's Board Room, 5.30 p.m.
Tennis: University Inter-Faculty Tournament, Engineers v. Arts, 4.30 p.m.
Dinner Dance: Hong Kong Hotel, 8.30 p.m.
Tides: High, 9.35 a.m. and 9.43 p.m.; Low, 3.44 a.m. and 3.52 p.m.
European Mail—Inward: London and Straits (Telexes).

Thursday (October 9.)
Queen's Theatre: "Sunnyside Up."
World Theatre: "Fighting Ape" (Chinese film).
Star Theatre: "Modern Love."
Central Theatre: "Paramount on Parade."
Majestic Theatre: "Fashion Madness."
Craigengower Cricket Club, annual general meeting, 5.30 p.m.

Friday (October 10.)
Chinese National Day.
"At Home" at City Hall by Chinese Members of the Legislative Council, 11.30 a.m. to 12.45 a.m.
"At Home" by Members of the "Comrades Association," at China Building from 10 a.m. to 1 p.m.
Annual Dance and Concert at H.K. University.
Queen's Theatre: "Sunnyside Up."
Central Theatre: "Paramount on Parade."
World Theatre: "Fighting Ape" (Chinese film).
Star Theatre: "Modern Love."
Majestic Theatre: "Talkie programme opens: 'Broadway Babies'."
8th Extra Race Meeting, Happy Valley.
Cricket (All Day Matches): K.O.C. v. H.K.C.C., O.C.C. v. Recreation.
H.K. Rifle League, annual meeting, French Bank Building, 5.30 p.m.

Saturday (October 11.)
Queen's Theatre: "Sunnyside Up."
World Theatre: "Fighting Ape" (Chinese film).
Star Theatre: "Modern Love."
Central Theatre: "Paramount on Parade."
Majestic: "Broadway Babies."
8th Extra Race Meeting, Happy Valley.
Baseball: Texaco v. Filipino.
Cricket: I.R.C. v. Police, C.C.C. v. R.A.S.C., O.C.C. v. S.L.I.
Football—Div. 1: Somersets v. Royal Navy, R.A. v. Club, China Athletic v. Argyls, Police v. South China, Recreation v. St. Joseph's, Div. II: Argyls v. Royal Navy, St. Joseph's v. Somersets, Club v. University, China Athletic v. Eastern, South China v. Recreation, R.A. v. Kowloon, Div. III: China Athletic v. R.H., Somersets v. Finken, South China v. R.A.F., Two v. R.A.S.C.
Tea Dance: Peninsula Hotel, 8 p.m.
Dinner Dance: Repulse Bay Hotel, 8 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.
European Mail—Inward: Europe via Siberia (Shinyo Maru). Outward: Europe via Siberia (Morea), 9 a.m.

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3.—Shrimp's Kidney and Bacon on Toast

4.—Fricassee Chicken and Macaroni

5.—Roast Beef, Yorkshire Pudding

6.—Curried Pork

7.—Roast Potatoes

8.—Boiled Potatoes

9.—Hashed Brown

10.—Spinach

11.—Sago Pudding

12.—Fruit, Ice, Tea, Coffee

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MOTOR NOTES.

1931 Motor-cycles.

In general, says *Motor Cycling*, the motor-cycle is being developed more strongly than ever for utility purposes. The rider who uses his machine daily for business and pleasure, but to whom motor-cycling sport has but a secondary appeal, has been studied more closely by the industry during the past twelve months than ever before. The 1931 machine should be a better mount for the average man than its predecessors.

"Banked Corners" for Main Roads.

There is a distinct tendency amongst county councils and other road-controlling bodies in England to run riot in the matter of safety lines, says *The Light Car and Cyclecar*. In most cases white lines represent the best principles of "Safety First"—but they can be overdone. Any other scheme, therefore, which tends to remove the need for them and to make driving automatically safer, such as banked corners, is to be commended. Banked corners, too, make a real contribution to safer motoring by tending to eliminate the risk of skidding and by giving a driver much better control of his car when cornering. It is all very well to say that if drivers cornered at reasonable speeds and drove with the greatest care on wet roads the negotiation of any kind of bend would present no hazards; but all drivers do not wear haloes and not all, by any means, can be expected to know when the margin of safety is reached.

Speed King Says "Go Slow."

"Never attempt any clever stuff on public roads," says Wal Handley, writing in the current issue of *Motor Cycling*. "My firm opinion is, and always has been, that high speeds on roads which are open to the public should never be indulged in wantonly." Coming from a man who is probably the most intrepid motor-cycle road racer in the world, who holds several speed records and who won this year's T.T. at a higher average speed than anyone else has ever done before, Wal Handley's advice is sure to be treated with respect by those young motor-cyclists who think that "blinding" on public roads is the proper thing to do.

Pioneer Aviator's Unique Motor-cycle.

Sir Alliott Verdon-Roe, the pioneer aviator whose experiments in aircraft design led to the foundation of the Avro concern, has designed what he calls his ideal motor-cycle from a utility point of view. A machine was actually made from his drawings and it is described in the current issue of *Motor Cycling*. In appearance less like a motor-cycle than a car on two wheels, the machine, which has already covered 20,000 miles, offers far better protection to the rider than the orthodox motor-cycle can do; the saddle having been displaced in favour of a comfortably upholstered seat. The machine is started from the stand, which is stowed away by the operation of a hand lever. On the road, the steering is described as exceptionally easy and rather like car steering.

Car Parts that Work Hard!

During the course of a long, lonely main-road run in my Armstrong Siddole, writes "Focus" in *The Light Car and Cyclecar*, I fell to pondering upon the jobs which were being done by its numerous working parts—always an interesting and educative means for whiling away a long journey. I pictured the crankshaft making 3,127 revolutions per mile, the camshaft having an easier time with only half that number to complete, and the armature of the B.T.H. magneto having to run half as fast again as the crankshaft. Glancing at the speedometer I noticed that the car was doing 45 m.p.h., and a little mental arithmetic showed that the magneto contact points were breaking 9,350 times a minute!

Old Friends With New Faces.

If one can judge from the cars that have already made their public appearance in 1931 guise, we are in for a change in radiator fashions, says *The Light Car and Cyclecar*. Already the Standard and Rover models for the coming season have made their bow with entirely new radiators embodying a chromium-plated centre line, while the new A.J.S., which is only just out of its cradle, started life with a radiator of this type. Then, of course, there is the M.G. Midget, which has been graced with this style of radiator since its inception and, in the light car field, can claim to have originated the fashion. In the case of the Midget, however, the lines are low, square and racy, whereas the radiators of the other three cars are tall and imposing. The Singer is another car which will have a very different and attractive radiator for 1931.

SALES OF USED CARS IN HONG KONG.

FIRST AUCTION TO BE HELD NEXT WEEK.

Hong Kong Used Cars, Ltd., intend to hold weekly auctions of motor-cars, etc., in the Colony. The first of these will take place on Thursday, October 16, at Whitta's Auction Rooms, Cameron Road, Kowloon (next to the Peninsula Hotel Garage).

Although these auctions will be held with a great deal of success in other countries.

The foundation of the business rests upon the firm giving a true and faithful report on every car they sell before the sale actually takes place. If there is any work to be done to any car, an estimate of the cost will be furnished to the prospective buyer, so that he will know that the price he bids for the car will be plus necessary repairs.

Two days before the sale intending buyers will be able to have a demonstration run. If it is impossible for a person to try out these cars, they can absolutely rely on the firm's report.

The auctions will not be confined to used cars only. Sometimes new cars and trucks will be put up for sale. As regards the charge for selling cars, the rate of commission has not yet been decided upon, but there is one thing that buyers can be sure of, and that is, "No sale, no charge."

The first auction will be held on Thursday week, when a good range of cars will be put up for sale.

STEAM-PETROL FOR MOTORS.

GREATER SPEED AND MILEAGE.

EXPERTS ASTONISHED.

If an ordinary motorist saw a man putting a gallon of water in his petrol tank, he would faint with anxiety.

If he were told that the power and efficiency of his engine would be improved by anything from 3 to 12 per cent. by that water, in conjunction with a device weighing a pound, he would label the man a simpleton.

If, further, he was told that with this device he could run his engine for its entire life without need of decarbonisation, he would laugh the idea to scorn.

The Inventor.

On a fuel mixture of half paraffin and half No. 3 commercial spirit, the device gives to the car fitted with it an increase in maximum speed, a big saving in lubrication, oil consumption, and 100 per cent. economy in miles per gallon of fuel, the exact figures being 23 miles per gallon as against 14 miles per gallon with No. 1 spirit.

The inventor, Mr. Robert Wood, of Laxey (Isle of Man), a Scottish scientist and a locomotive engineer of the highest attainments, claims that all motors fitted with the device will produce more power, have less carbon deposit and less sparking plug and ignition trouble.

The mechanism producing all these established wonders is a small device which can be fitted in half an hour by an average mechanic to any car.

One valve joint is fixed in the exhaust manifold; a second to the header tank of the radiator, and a third to the induction pipe on the engine side of the carburettor.

How It Works.

Its operation is simplicity itself. In the header tank of the radiator in all cars, after the engine has been running, is steam. This steam is sucked through the valve, passes through a metal barrel condenser no larger than the wooden reel of a twopenny reel of cotton, and then travels by a short pipe to a superheater, in length and diameter no longer than an ordinary fountain-pen barrel.

This super-heated steam passes with the fuel into the combustion chamber, and naturally, on contact, heats it and smashes it up into an almost perfect state of atomisation.

Actually, the invention is the result of discoveries in war research work applied to aero engines and car and lorry engines.

Well-Known Secret.

The first tests were made by using in the engine sump a mixture of half water and half lubricating oil. It was at once found that the enhanced efficiency promised such far-reaching results that both Britain and America treated it as a military secret of the first magnitude.

Huge Saving.

What this invention means to the ordinary motorist's pocket is better explained by figures.

There are approximately 1,200,000 cars and commercial motor vehicles in use in Britain. These run an average of 10,000 miles in a year.

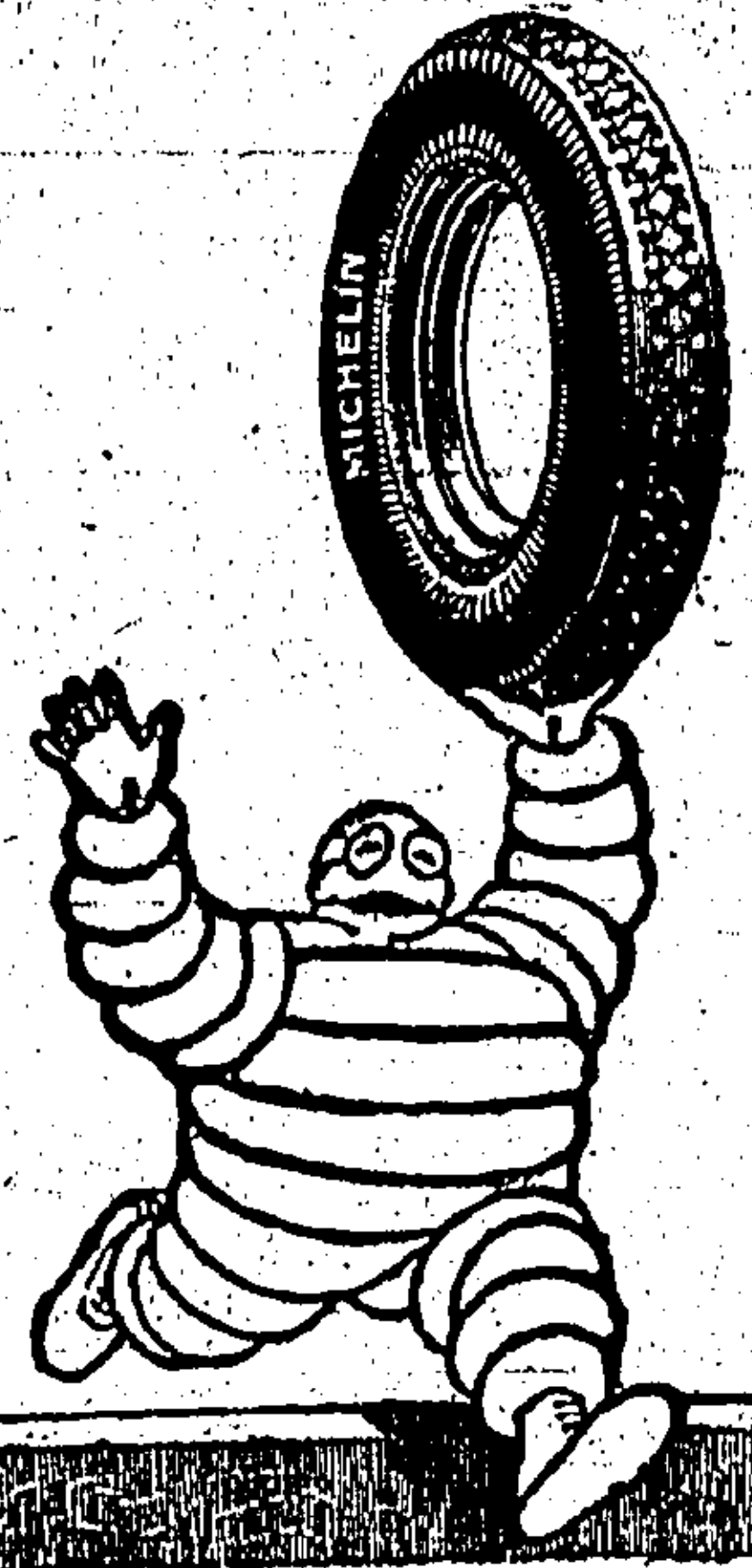
This must mean at least one decarbonisation of the engine annually. Say the average cost of decarbonising is 20s.—a low figure—that would be £7,000,000 saved, if every motorist had this proved device. A motorist with a car of 15 h.p. doing 10,000 miles annually and using the usual No. 1 spirit would spend £35 in petrol a year. If he used paraffin and No. 3 fuel, half and half, the cost would be roughly 10d. per gallon used and on the basis of only a 50 per cent. increase in mileage for every fuel gallon used, the fuel cost would be £13 17s. 6d., against £35.

PARIS MOTOR SHOW.

CUTS TO MEET AMERICAN COMPETITION.

Paris, Oct. 2.—A large crowd including members of the Diplomatic Corps and prominent politicians and financiers attended to-day's opening of the International Motor Show at the Grand Palais in the Champs Elysees. The outstanding feature of the show is the price-cut and the vastly improved designs of many European cars. French and German manufacturers have, for the strength of the success (Continued at foot of next column.)

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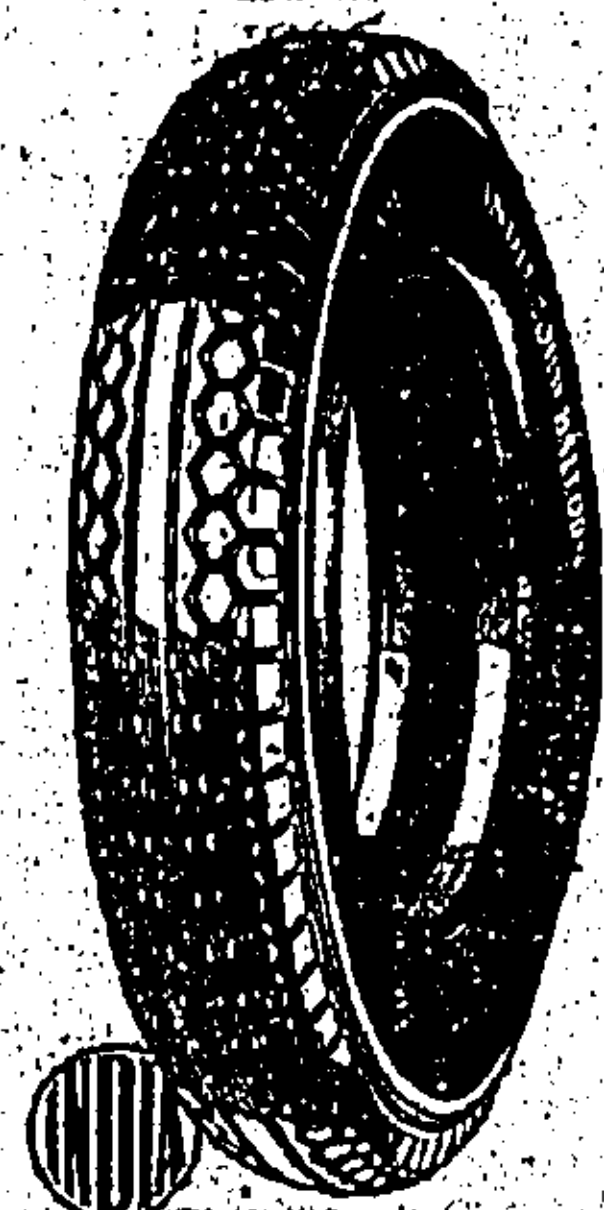
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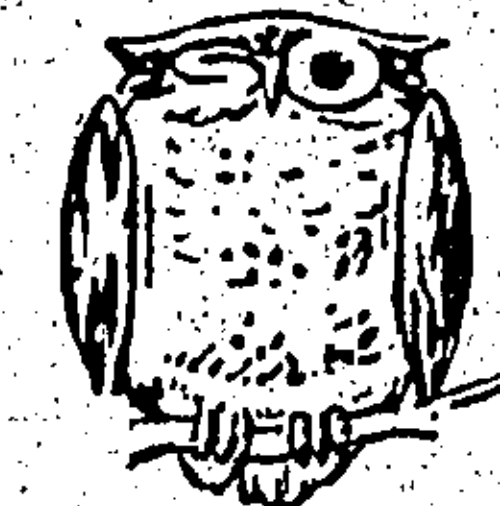
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of the buy-it-home movement, followed the British example and materially reduced their prices in an effort to freeze out the American invasion. It is understood that this development is causing great anxiety to the leaders of the American motor-car industry assembled here and it is further understood that they propose to concentrate all their efforts on forcing the output of their factories produced in recent years in Europe.

MOTOR NOTES

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THE MOTOR-CAR ENGINE.

HOW IT IS COOLED.

Theoretically, the greater the heat the more power is developed; in practice, however, too great a temperature reduces the engine's efficiency. The purpose of the cooling system incorporated in a motor-car engine is to prevent the temperature rising too high, so securing the utmost efficiency.

If the engine parts be too hot the ingoing charge of explosive mixture is heated until it is in a very rarefied state, and consequently the cylinder does not receive its full charge. When too high a temperature is maintained the lubricating oil becomes very thin and fails to function properly; thus there is a tendency for the metal to expand unduly, which results in greatly increased friction or in a seizure. If the engine be too cold a proportionately larger amount of heat is withdrawn from the explosion, thus reducing its power. In the majority of cars it is found that the most suitable temperature at which to maintain the engine is slightly below the boiling point of water, that is round about 200deg. F. This implies the sacrifice of a considerable amount of efficiency, but it ensures the various parts working correctly without danger of distortion or seizing.

Cooling Systems.

Air-cooling is adopted in some light cars and in one large car: motor-cycles, too, are almost invariably air-cooled. But for cars water is the best agent to employ. The cylinders are surrounded by water jackets, these being connected at top and bottom with a radiator through which the water is caused to pass. The water in the jackets takes up the heat from the cylinder metal and, being lighter, rises to the top. It then goes through a pipe connected with the top of the radiator, passes through this part of the cooling system, where it loses its heat, and then enters through a pipe into the bottom of the jackets.

The reduction of engine heat depends largely upon the amount of water which passes through the cooling system and the rate at which it travels. There are two systems commonly adopted to maintain a steady flow of water. These are the thermo-siphon and the pump methods.

Thermo-Siphon and Pump.

In the first case, the natural law of gravity is relied upon entirely to induce a sufficient flow of water; in the second case, the passage of water is increased by means of a pump. If the radiator be placed in the correct position, with the top container above the top and the bottom container below the bottom of the water jackets, this system works excellently and is quite equal to the pump method.

The chief advantages of the thermo-siphon method are that there is no pump to get out of order, and the circulation of water proceeds in direct proportion to the heat of the engine. It may be said, therefore, to be perfectly automatic. In cold weather the flow is slower; in hot weather, or when the engine is working under a heavy load, the flow is more rapid. An approximately even temperature is therefore always maintained.

When the pump system is employed a small pump, worked off the engine, is fitted; this forces the water from the bottom of the radiator into the jackets, thence to the top of the radiator. The advantage of this system is that a smaller quantity of water may be carried—this means that a smaller radiator may be fitted—as the speed of flow is greater.

Clean Water Important.

When filling up the radiator care must be taken that the water is clean. Dirty water, containing a considerable amount of solid matter of one form or another, is frequently used, causing the system to become partially choked and reducing the efficiency of the engine. The accumulation of a deposit of mud, scale, or other foreign matter prevents the water from circulating properly, and the engine becomes overheated. Clean water only should be used, and to make doubly sure that no impurities are allowed to enter it should be passed through a strainer when being poured into the radiator.

Scouring the Radiator.

However careful one may be, the water system requires cleaning out from time to time. The need for this is generally indicated by the overheating of the engine. It is a good plan, however, not to wait for this symptom to appear, but to scour out the whole system twice a year. When the engine is still warm the water should be drawn off by the drain rocks at the bottom of the radiator and at the pumps. These should then be closed and the system filled with a caustic solution, prepared by dissolving one pound of caustic soda in each five gallons of water required. The engine should then be run for ten minutes, the radiator being covered meantime with a rug so as to retain the heat. The solution should be allowed to remain in for about an hour, and then drained off. The interior should be thoroughly rinsed out by allowing water to run through for a few minutes, and finally refilled with clean water in the ordinary manner.

Spare Connections.

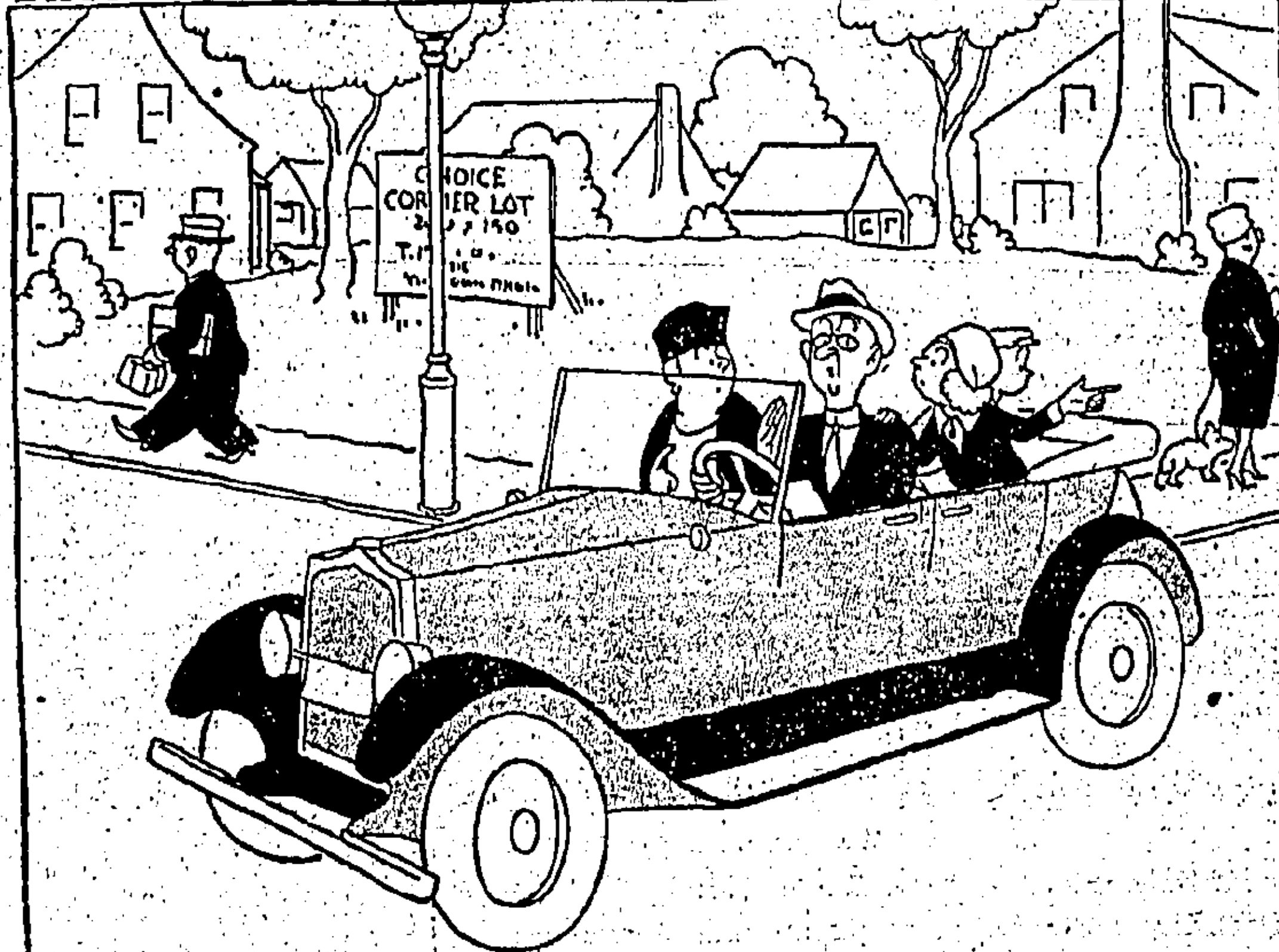
The connections between the water jackets, surrounding the cylinders and the top and bottom of the radiator are generally made of rubber and canvas. The fabric tends to perish in course of time, owing to the action of the water and the vibration of the engine, thus causing a leak. These connections should be examined occasionally; so should the clips which hold the hose in position. It is always wise to keep spare connections on hand, and the moment a leak is noticed, however small, the hose should be renewed. A repair is never satisfactory.

Correct Fan Working.

The only other part of the cooling system which requires occasional attention is the fan. The passage of air through the radiator—that is, between the cells or the gilled tubes—is assisted by a rapidly revolving fan attached to the front of the cylinder block and placed directly behind the radiator. This fan is usually worked by a belt working on a pulley attached to the crankshaft. The correct working of the fan is essential to the efficiency of the cooling system as a whole. Provision is always made for adjusting the tension of the belt, and this should be seen to regularly. When all the adjustment allowed for has been taken up, the belt itself should be shortened.

DIFFICULT DECISIONS

By GLUYAS WILLIAMS



WHEN YOU ABSENT-MINDEDLY DRIVE PAST A 'STOP-AND-ENTER' SIGN, WITH AN OFFICER IN THE OFFING, AND YOU DON'T KNOW WHETHER TO STOP WHERE YOU ARE, BACK UP AND START ALL OVER, OR KEEP GOING AND HOPE FOR THE BEST

9-23

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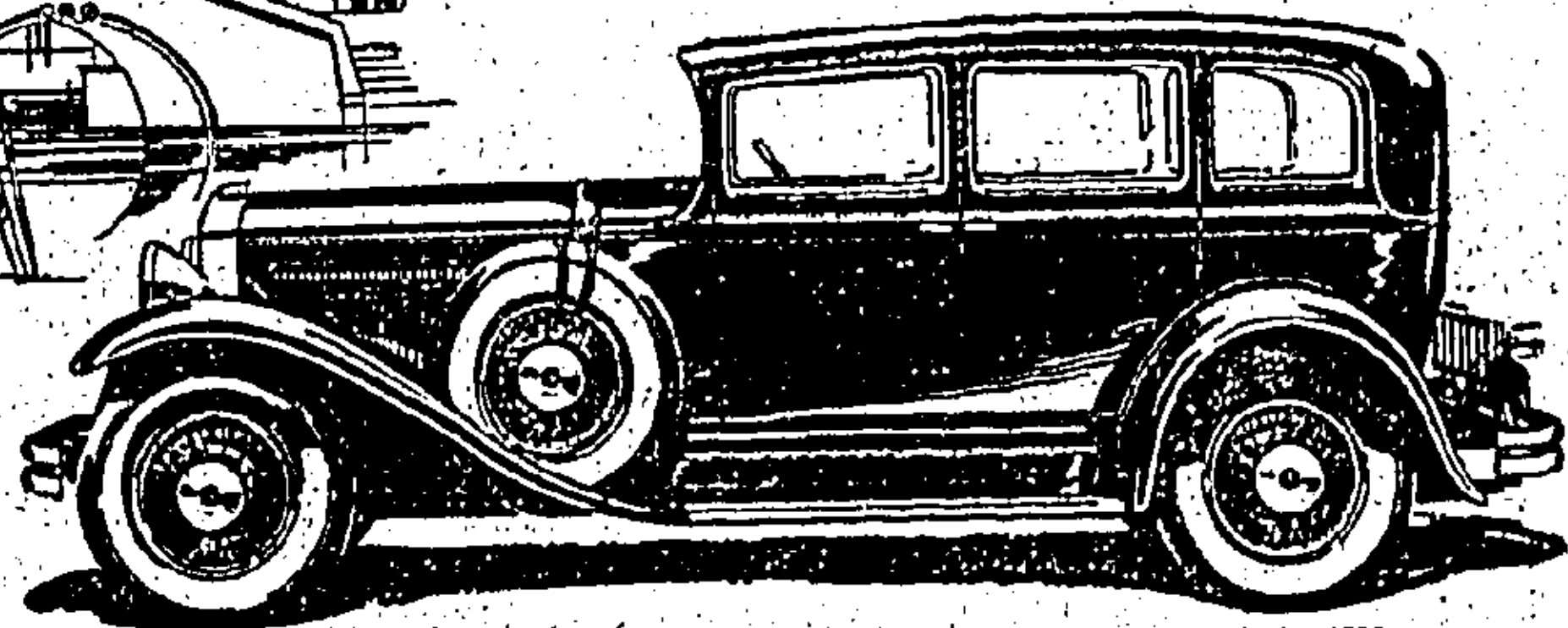
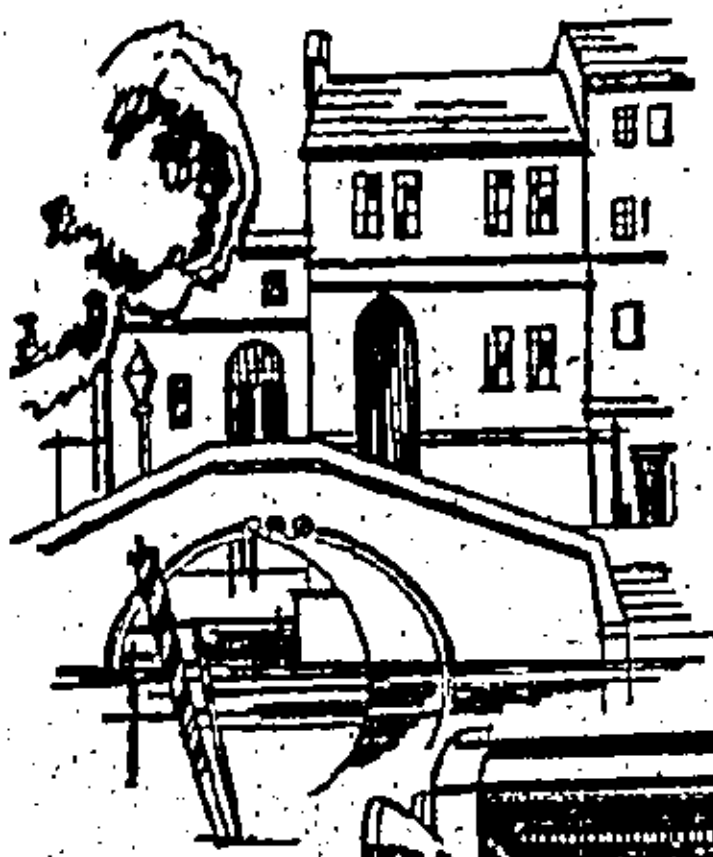
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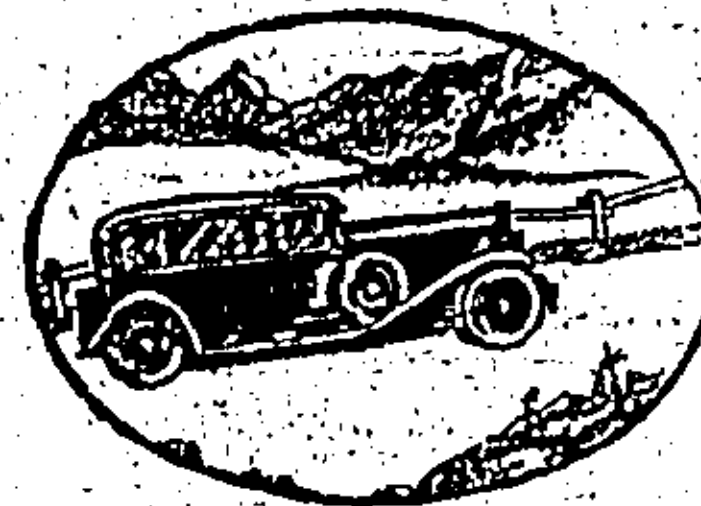
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LIGHT AEROPLANES FOR AIRWOMEN.

(Continued from Page 1.)

Speed With Economy.
The device prevents the harmful break-up of the air flow caused by the exposed radial and notable results are secured in speed increase and reduced fuel consumption.
Experiments made with a 450 horse-power radial engine prove conclusively that the fitting of a Townsend ring sets free for profitable employment from 20 per cent. (at 70 m.p.h.) to 27 per cent. (at 150 m.p.h.) of the available total horse-power that is employed to push an engine without the ring through the air. At a speed, for example, of 150 m.p.h. more than 40 per cent. of the total horse-power is required to push the unringed engine through the air; with the ring this figure is reduced to about 14 per cent.
The consequent 25 per cent. saving in power expended at cruising speed means either: (a) 25 per cent. reduction in fuel consumption for the same range and speed; 25 per cent. reduction in engine output for the same range and speed with a consequent increase in engine life between overhauls, reduced maintenance costs and increased reliability; an increase in payload corresponding to the reduced weight of fuel required; or (b) 10 per cent. increase in cruising speed for the same engine power, 10 per cent. reduction in flying time for the same service, and hence 10 per cent. reduction in fuel consumption, and 10 per cent. reduction in maintenance and depreciation.
Fitting the ring to an aircraft has sometimes caused an immediate speed increase of no less than twenty miles an hour.

British Light Planes in the Arctic.
Flying in little known and hazardous conditions confronts British light aeroplanes attached to the British Arctic Air Route Expedition, which is established on the east coast of Greenland for preliminary survey work during the winter of a possible future air line between Europe and North America.
The machines have been specially strengthened to withstand collisions with icebergs. No flying has ever been done in these latitudes in full winter, and there is a likelihood of severe storms and visibility problems sufficient to try airplanes and pilots to the full. Flights are interchangeable with skis for operation from the ice floes.

Dropping Food by Parachute.
In addition to survey and aerial photography the machines will be employed as supply vehicles for the expedition when it gets far from headquarters. For this purpose the expedition carries a kind of supply container of the kind used by the Royal Air Force. Each has room for 90 pounds weight of provision. This is released from a height of 200 or 300 feet; a parachute opens and the cylindrical container floats to the ground. Much depends on the efficient working of this device.

A forced landing might obviously be disastrous in lonely Arctic territory. It is therefore a high tribute to the British light aeroplanes and light engine that machines similar to the touring machines used by the private owner and flying club member, should be chosen for this arduous task. The floats are specially shod and protected with leather at the bows, but the only other important structural modification from the standard model is the fitting of an extra fuel tank, increasing the effective range of the machine to about 750 miles, and heating arrangements for the cockpits, which are protected by a coupe head, and the engine oil. Two aerial cameras are fitted and there is an unusually large luggage compartment.

Machines for Special Military Service.

There are certain types of service aeroplanes produced in Great Britain which are not employed by the Royal Air Force. Sometimes machines are built to meet exceptional requirements of an overseas country. For example, the British firm of Vickers (Aviation) Ltd., constructed machines to operate from the airfields in Bolivia, the highest of which is no less than 14,000 feet above sea-level.

Another type which is not used at present in the R.A.F. is the special "intermediate" training airplane. The British service pilot goes straight from the elementary training machine to the single-seater fighter fitted for training as a two-seater. One or two British firms have constructed a machine of medium horse-power especially for this stage of training. There is, for example, the Gloster "Grouse II," a two-seater training biplane powered with a 220 h.p. "Clyde" radial aircraft motor, which is designed to bridge the gap between elementary training and the high-powered single-seater. The new Avro "Trainer" may, too, be found to answer the need more nearly than earlier training machines of the same world-famous make.

(Continued on next column.)

DR. BRUENING SEEKS SUPPORT.

CONFERENCE WITH PARTY LEADERS.

SOCIAL DEMOCRATIC DECLARATION.

Berlin, Oct. 1.—Chancellor Bruening to-day conferred with the leaders of the various parties which up till now have supported his government. Tomorrow he will receive the leaders of the Social Democrats and thereafter those of the parties of the Right opposition.

It is understood that the main subject of these conversations is the Cabinet's financial reform plan. Despite the somewhat cold reception of his programme by the Berlin Press the Chancellor, it is believed, still entertains hope of being able to get together a majority for his programme when the Reichstag meets on October 12.

President von Hindenburg having gone to Munich to attend the funeral of Field Marshal Prince Leopold of Bavaria, no important political announcements are expected until his return on the fourth or fifth, at least nothing on the part of the governments. Foreign Minister Curtius is expected back from Geneva to-morrow.

Meanwhile, the stock exchange reacted quite friendly to the Cabinet's financial reform programme. Its effect in financial circles abroad also seems to have been favourable, as for the first time since the general elections an appreciable volume of foreign orders was noted on the Berlin market, which is taken as a sign of confidence in the development of the financial and political situation.

President's Birthday.

President von Hindenburg to-day celebrated his 83rd birthday away from the capital in Munich, where he has gone to attend the funeral of Prince Leopold of Bavaria, one of the last three Field Marshals of the old German army, the third one being Marshal von Mackensen. The recipient of thousands of telegrams of congratulation, including one from the Chancellor, Dr. Bruening, wherein the latter alludes to the critical economic and political situation of the Reich and affirms his confidence that under the President's guidance it will be possible to overcome all present difficulties.

Meanwhile there has appeared on the political horizon the possibility of an extremely important and dramatic change in the attitude of the Social Democratic Party as made before a meeting of the party's secretaries and deputies by the well-known leader of the employees' union, Siegfried Aufhäuser, who bluntly declared that the party had lost sight of its original and true goal and had become a State party instead of one of the workers. Had sacrificed wage-questions to ministerial post and had lost too much of its old energy on parliamentary facilities and coalition tactics.

Results Demanded.

What the workers demand and what Social Democracy must give them is results, if necessary even by unconstitutional means, he concluded. His speech is held to make extremely unlikely any compromise or co-operation for some time to come between Germany's biggest party and any at present conceivable coalition Cabinet. However, it remains to be seen what the other leaders of the party will have to say regarding this strong statement by Herr Aufhäuser, especially whether Otto Braun, for the last decade without interruption Prussian Premier and by many regarded as one of the next Chancellors of the Reich, will side with or against him, as that will probably decide the whole issue. It may be noted that Aufhäuser was for some years a member of the Independent Socialist Party.

The R.A.F. they are built in accordance with the same stringent rules of the Aeronautical Inspection Directorate of the Air Ministry and are in strength and durability the equals of the British service aeroplane.

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Singing, dancing! | GEORGE BANCROFT
Fighting for fun! |
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'Strutting' it! | EVELYN BRENT
Slapping her poppy! |
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Sleuthing the laff! | NANCY CARROLL
Shaking a sugar-foot! |
| RUTH CHATTERTON
Stirring your heart! | MAURICE CHEVALIER
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Speaking his love! | LEON ERROL
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Starting the fun! | HARRY GREEN
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| HELEN KANE
Booping a new doop! | DENNIS KING
Singing and how! |
| ABE LYMAN
—and His Band! | JACK OAKIE
Okaying the party! |
| ZELMA O'NEAL
"Wrangling" with Oakie! | WILLIAM POWELL
Solving your troubles! |
| BUDDY ROGERS
Cooing and June-ing! | |

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TO-DAY'S WIRELESS PROGRAMME.

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11 to 11.30 a.m.—Commercial news.
11.30 a.m. to 12.30 p.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report.
2 p.m.—Close down.
5 p.m.—Chinese programme.
7 p.m.—European programme, of Victor and H.M.V. records supplied by Messrs. Moutrie & Co.
"Pomp and Circumstance"—March (Elgar).—London Symphony Orchestra.
"Sylvia"—Ballett.—Pizzicati (De Libes).—San Francisco Symphony Orchestra.
7.15 p.m.—Professor G. A. C. Herk-jots will give the first of a series of talks on Horticulture. Subject of this week's talk "Soils." ORCHESTRAL AND VOCAL MUSIC.

7.30 p.m.—
"Country Dance No. 1" (German).—St. Louis Symphony Orch.
"At Dawning" (Cadenman).—Mary Garden.
"At Parting" (Rogers).—Mary Garden.
"Spanish Dance No. 1"—New Light Symphony Orchestra.
"Love's Old Sweet Song" (Molloy).—Neapolitan Trio.
"A Brown Bird Singing"—John McCormack, Tenor.
"Novellette—No. 3" (Bridge).—Virtuoso String Quartette.
"Somewhere a Voice is Calling" and "Marchetta"—John McCormack, Tenor.
"Persian Song" and "Waltz in G Flat"—Efrem Zimbalist, Violinist.
"Rose in the Bud"—Reinold Wer-nisch, Baritone.
"Hungarian Rhapsody" (Liszt).—Mark Hambourg, Pianoforte Solo.

"Carnival Overture" (Dvorak).—Chicago Symphony Orchestra. MUSICAL COMEDY.

8.30 p.m.—
"The Girl Friend"—Vocal Gems and "Peggy Ann"—Vocal Gems.—Light Opera Company.
"I'll See You Again" and "Dear Little Cafe"—Peggy Wood and George Metaxa, Duet.
"Hit the Deck"—Selection.—Savoy Orpheans.
"Five O'Clock Girl"—Selection and "Love Liza"—New May-fair Orchestra.
"Lilac Time"—Vocal Gems.—Light Opera Company.
"Clowns in Clover"—Selection.—New Mayfair Orchestra.
Gems from "Rose-Marie" and "Gems from 'N. N. Nanette'".—Victor Light Opera Company.
"Mister Caden"—Vocal Gems and "Wake Up and Dream"—Light Opera Company.
"Chocolate Soldier"—Vocal Gems and "Lilac Domino"—Vocal Gems.—Light Opera Co. VAUDEVILLE MUSIC.

9.30 p.m.—
"I'd Do Anything for You" and "He's So Unusual"—Helen Kane, Comedienne.
"Hallelujah I'm a Bum" and "The Bum Song"—Harry McClintock, Vocal.
"My Love Parade" and "Nobody's Using It Now"—Maurice Chevalier, Baritone.
"Mountains Ain't No Place for Bad Men" and "A High Silk Hat and a Walking Cane"—Frank Crumit, Comedian.
"Look What You've Done to Me" and "Love Made a Gypsy Out of Me"—Welcome Lewis, Comedienne.
"Puttin' on the Ritz" and "Sing-ing a Vagabond Song"—Nat Shilret and the Victor Orch.
"Getting a Wife" and "Getting a Motor"—Constance Collier and Ronald Squire.
10.30 p.m.—Close down.

ENGLAND-JAPAN FLIGHT.

MRS. VICTOR BRUCE MISSING OVER PERSIA.

[THROUGH REUTER'S AGENCY.]

KARACHI, Oct. 6.

Anxiety is felt regarding the whereabouts of Mrs. Victor Bruce, who has been missing for 36 hours. She is engaged on a flight from England to Japan.

The noted airwoman was last seen flying over Henjam at 1.15 p.m. Sunday (October 5) on her way from Jask to Bushire.

Search parties yesterday fruit-lessly combed an area of 300 miles between Jask and Bunderabuss.

Mrs. Victor Bruce Reported Safe.

BASRA, Oct. 7.

Mrs. Victor Bruce has been located at Mount Mubarak, 35 miles from Jask.

Mrs. Bruce is reported to be safe. Rescue Party Embark on Sailing Vessel.

KARACHI, Oct. 7.

In response to Mrs. Victor Bruce's wireless appeal after crash-landing a rescue party of five, includ-ing an Imperial Airways doctor, embarked on a sailing vessel.

ENGLAND-AUSTRALIA FLIGHT.

COLLAPSIBLE BOAT CARRIED BY AIRMAN.

[BRITISH WIRELESS SERVICE.]

Rugby, Oct. 6.

No wireless is being carried by Flying Officer Chabot and Major Pickthorne, who left Croydon to-day on a de Havilland Puss Moth, "plane in an effort to reach Australia in seven days.

The equipment, however, includes a collapsible fabric boat which can be inflated by a hand pump. The officers have divided the route into nine stages, of which the longest is 1,500 miles.

LATE LORD BIRKENHEAD.

PRINCE OF WALES ATTENDS MEMORIAL SERVICE.

[BRITISH WIRELESS SERVICE.]

Rugby, Oct. 6.

H.M. the King was represented by Lord Hampden, and the Prince of Wales attended in person the memorial service to Lord Birken-head in Westminster Abbey to-day.

DESPONDENT LOVER TAKES POISON.

PASSION FOR KOREAN STUDENT.

[UNITED PRESS.]

Los Angeles, Sept. 29.—Despon-dent because of his inability to sell his writings, Robert Pew, a Chi-nese poet, mixed gin and poison here to-day, and drank a toast to Helen Kim, Korean graduate of the University of Southern California.

Having made his poet's gesture and drunk his grim tribute to the lady, Pew fell unconscious at Miss Kim's feet. "He died in an am-bulance on the way to a hospital.

The police have announced that Robert Pew, poet, who killed him-self here to-day by drinking mixed gin and poison, was not Chinese, as previously stated, but was born in Honolulu, the son of American parents.

THE SILVER SCREEN.

"DEAR OLD LONDON TOWN."

COCKNEYISMS AT THE CENTRAL.

Those who know, and love, their London should not miss seeing and hearing the film version of J. M. Barrie's "The Old Lady Shows Her Medals," showing at the Central Theatre for the last perform-ance to-day. Rich Cockney hum-or and Scottish sentiment was blended most cleverly by Barrie in the play, and is reproduced most convincingly on the talkie screen. The three char-acters and the dis-reputable old Mrs. Haggerty pro-vide some good and rare fun, while the lanky Killie lad home from the front on seven days' leave intro-duces just the right sentimental touch to round off the story.

It is not often that American film producers get very near to the English atmosphere, but in "Seven Days' Leave" there is little for a conscientious Cockney to complain of, either in what he sees or hears. Little slips there are, but not such as to affect the spec-tator's interest in and appreciation of a first-class story, presented in admirable style.

Miss Deryl Mercer as the simple but sentimental Scottish char-actress gives a really splendid char-acter study, and Gary Cooper as the young Canadian who, after much canny cogitation, accepts her as his "mother," also gives a fine performance. The amusing trio of matrons, who appear as a sort of Greek chorus are, each of them, stars in their own way, and all in the picture in a manner which will be recognized by those who know their London as true to life, if not twice as natural!

Those who have become somewhat weary of, or exasperated with, "two-gun" men, night-club "vamps," cowboys, brigands, cut-throats, smugglers, "hold up" men, burglars, run-runners, mur-derers, dope-smugglers, and all the other male and female varieties of the genus crook will certainly enjoy "Seven Days' Leave," in which the worst crime perpetrated is the fishing of old envelopes from a wastepaper basket!

LIEUT. BROMLEY TO TRY AGAIN.

ANOTHER ATTEMPT TO FLY THE PACIFIC.

[UNITED PRESS.]

Tacoma, Wash., Sept. 30.—Mr. John Buffelen, backer of the "hard-luck pilot," Lieut. Harold Brom-ley, in the latter's numerous and unsuccessful efforts to fly between Tacoma and Japan, announced to-day that he has authorized another attempt at a trans-Pacific cross-ing.

The effort will be made during October, weather permitting, it was stated. Lieutenant Bromley is at present waiting in Japan, follow-ing his last try when he and a companion flew for several hours but were forced back after a leaky exhaust pipe nearly asphyxiated them.

CLAIRE WINDSOR IN "FASHION MADNESS"

Vivid dramatization of the price paid for the luxuries of fashion and a mad race to set the style, in which a life is sacrificed and a girl taught a bitter lesson.

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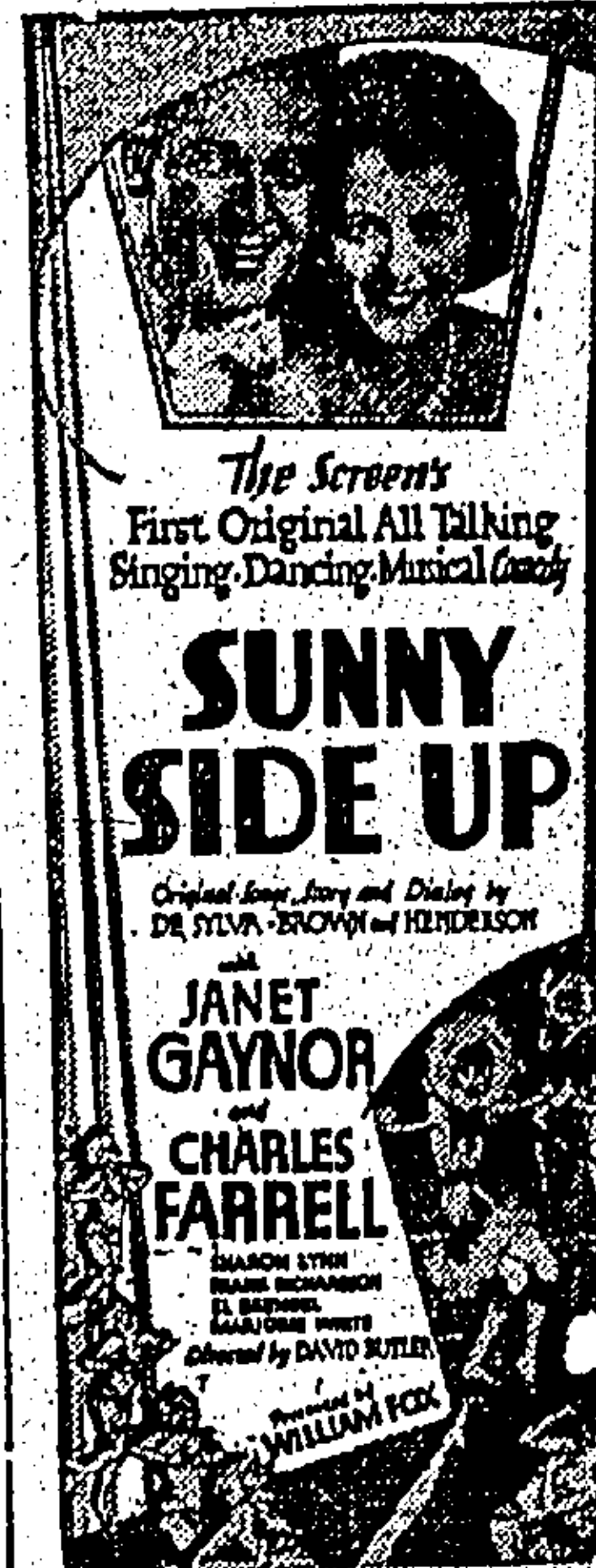
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First Original All Talking Singing, Dancing Musical Comedy
JANET GAYNOR
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Original Story and Dialog by DAVID HANCOCK and HENDERSON
Directed by DAVID BUTLER
Produced by WILLIAM FOX

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At 2.30, 5.15, 7.15 & 9.20.

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A CHINESE DRAMA
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FINAL SHOWINGS TO-DAY
At 2.30 & 9.20.



ADOLPHE MENJOU
in
"Evening Clothes"
Produced by WILLIAM FOX
Directed by DAVID BUTLER
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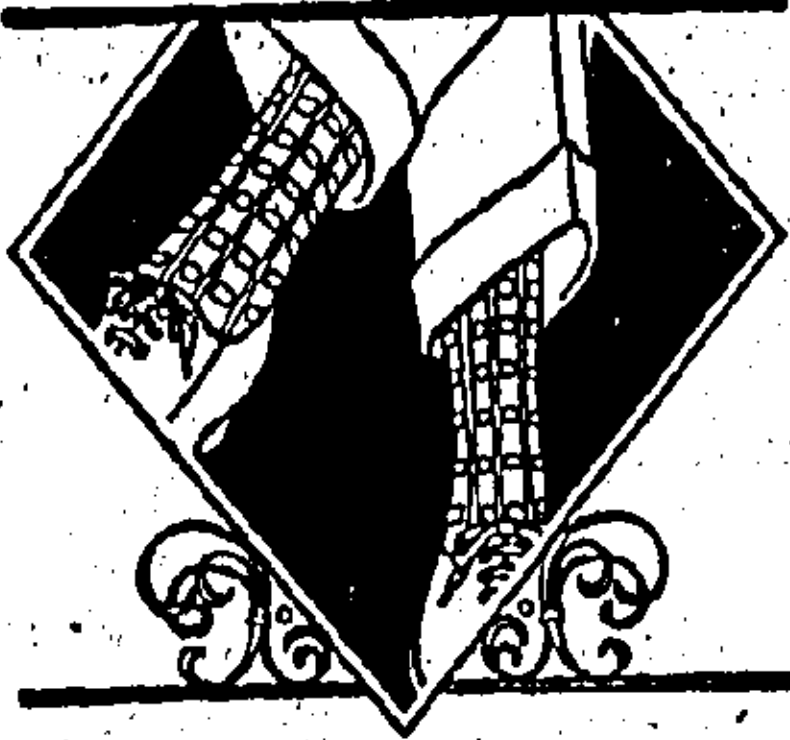
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HONG KONG.



SALE OF EXCHANGE BUILDING CRITICISED.

OUTSPOKEN COMMENT AT SPECIAL MEETING OF REALTY CO. SHAREHOLDERS.

PROVISION FOR CONTINGENCIES SUPERFLUOUS, REQUISITIONISTS WANT \$7 PER SHARE RETURNED.

INVESTMENTS IN SHARE MARKET TERMED "INGLORIOUS UNCERTAINTIES."

That the directors of the Hong Kong Realty and Trust Company should not have the power to invest the company's money without first obtaining the sanction of shareholders, and that in view of the recent sale of Exchange Building by the Company a refund of \$7 per share should be made to shareholders, was the contention of Mr. Leo d'Almada e Castro, jr., when he addressed an extraordinary general meeting of shareholders held in Exchange Building yesterday.

Mr. d'Almada contended that the main—and sole—object of the company was to build and own Exchange Building. All other objects of the company were subsidiary and ancillary to that object. The company having now sold Exchange Building it was in essence quite outside its declared objects to invest the money in any other way.

In connection with investments in Ico House Street, Mr. d'Almada said that the "glorious uncertainties of cricket were as nothing compared to the inglorious uncertainties of Ico House Street." He quoted figures at great length to show that there was no need for the company to retain the \$1,750,000 which was part payment on the sale of Exchange Building. The directors should not risk the money, as they already had on hand a second mortgage of \$850,000 on the building.

As regards the reduction of capital, Mr. Braga showed that even if each share was reduced to \$3 the company should have over \$1,000,000 at their disposal.

The resolutions were defeated by fourteen votes to ten, and on a poll being demanded, January 20 was fixed.

CHAIRMAN AND DIRECTORS AGAINST RESOLUTION.

The Chairman, addressing the shareholders, said:—Gentlemen, as you will have gathered from the notice which the secretary has just read out to you, this meeting has been convened on requisition by certain shareholders of the company.

There are two resolutions before the meeting—the first of which calls for express sanction by the shareholders of any proposed investment of the monies of the company, while the second resolution requests a return of capital to the shareholders. With your permission, I will deal first with that resolution No. 2 set out in the said notice.

Those who attended the general meeting of this company held on July 2 last, will remember that such meeting was convened for the purpose of obtaining the confirmation of the shareholders to the sale of Exchange Building and for the further purpose of obtaining the sanction of the shareholders to the policy proposed to be adopted by the directors with regard to the employment of the purchase monies received by the company in consequence of such sale.

Exchange Building.

In my address to the shareholders at the meeting in question, I, as chairman thereof, particularly pointed out that the terms of sale embodied (inter alia) a provision that this company should carry a second mortgage on Exchange Building to the extent of \$850,000, full repayment whereof would not become due for a period of ten years, and further that the partial repayments provided for in that relation could not be insisted upon for a higher amount than \$33,000 per year. I further remarked that your directors considered it would be imprudent to return any capital to shareholders, as they deemed it desirable to keep the assets of the company in a liquid form against the possible contingency, however remote, of any default arising in connection with such second mortgage, whereby it might become necessary for your company to effect redemption of the first mortgage in favour of the bank—which mortgage you will recollect is for the sum of \$1,750,000.

Opposed to Return of Capital.

Your directors see no reason for altering their opinion, and for this reason, among others, they are opposed to any return of capital to shareholders at this juncture. In the future the position may alter, and such a course may recommend itself to your directors as being in the best interests of the shareholders, but such, in your directors' opinion, is not the position to-day.

With regard to resolution No. 1, your board, although it was not legally necessary so to do, obtained the permission of the shareholders to their employing the assets of the company in investment on mortgage and in share and securities, thereby conforming to the generally accepted basis of the business of an Investment Trust Company. It is obvious that if there is to be no return of capital to shareholders at the present juncture, it is imperative that steps shall be taken to employ the liquid assets of the company in the most advantageous manner, in order that, if possible, the first mortgage (the monies already received from Exchange Building) may be maintained.

Investments Policy.

As you have already been informed, your Directors' view is that having regard to all the surrounding circumstances now prevailing, the field in which such monies can be most profitably employed is by way of investment in shares and securities both in Hong Kong and elsewhere. I may mention that, to date, the investments made by the company in accordance with the resolution passed on July 2 last, have shown that the policy of the directors in this regard was justified. It is also, I think, obvious that if there is to be no return of capital to the shareholders, the monies of the company cannot be allowed to lie in the bank merely earning (as at present) one per cent, but must be employed by the company in the best interests of the shareholders, and as I have already indicated, the directors are of the opinion that the same should be invested in shares and securities. Resolution No. 1 which will shortly be proposed for your consideration, lays down that such monies can only be so invested with the sanction of the shareholders in general meeting.

Dangers of Delay.

Now, it should, I think, be apparent that if the opportunities offering from time to time for profitable investment are to be taken advantage of, the delay which would inevitably occur if the sanction of shareholders had first to be obtained, must be avoided, for otherwise the opportunities in question would probably be missed, and I feel certain that the adoption of the course proposed would prove to be quite unworkable in practice, and I accordingly submit that the wisest course for the shareholders will be to leave this matter, as heretofore, to the discretion of the directors.

For the foregoing reason, the directors of your company will vote against both the said resolutions, and I ask the shareholders to do the same.

As I have already stated, this meeting has been convened at the instance of certain shareholders of the company by requisition forwarded by them to the directors, and writing, pursuant to Article No. 98 of the Articles of Association of the Company, and in accordance with Section 67 of the Companies' Ordinance, 1911, and has not been convened at the instance of the directors. I will, therefore, now call upon Mr. Q. F. Ribeiro, who forwarded such requisition to the directors, to propose the resolution No. 1 set out in the notice.

Mr. Leo d'Almada's Criticism.

In rising to address the meeting on behalf of the requisitionists, Mr. Leo d'Almada e Castro, jr., said he must thank the chairman and shareholders for allowing him the privilege of speaking.

Before dealing with the actual subject matter of the resolution, said Mr. d'Almada, it was necessary for him to go back a little way and rehearse very briefly the history of the Hong Kong Realty and Trust Co., Ltd.

The company was formed in 1923 with its main and almost sole object in building the very fine edifice now known as Exchange Building. The state of the money market then was easy and Mr. d'Almada said money was plentiful. Capital was abundant and the first mortgage building was eventually completed in 1929.

The main object of the company was fulfilled and carried out on the completion of the building and ownership by the company. Before going further, Mr. d'Almada said that he must refer to the sale of Exchange Building in order to make his position clear to shareholders.

The Memorandum and Articles of Association of the company did mention several other objects apart from ownership of Exchange Building. These, however, were subsidiary and ancillary to the main object, and as such they could be considered secondary. When the directors came to the point where investment of money in shares was concerned, they had actually concluded that shareholders which showed that, though they had the power, they hesitated to do so. This confirmed his view that such an object was a subsidiary one.

As shareholders, one and all were very grateful to the directors for the completion of Exchange Building and the general running of it. They deserved much credit for it.

As far as the history of the company was concerned the main business was confined almost absolutely to two items: one, the acquisition of Exchange Building, and two, erection of certain bungalows at Repulse Bay.

Requisitionists' Views.

Before proceeding further, Mr. d'Almada explained that there was no question of a dispute or fight between the shareholders and the directors. It was merely an attempt on the part of the requisitionists to put forward their views after mature consideration of the surrounding circumstances, and to urge these views as the only possible views to be held in the present state of trade and the general position of the Colony.

With regard to the sale of this building, preliminary negotiations were entered into by the directors with consulting shareholders and they were perfectly entitled to do so. When it came to the final settlement of the terms shareholders were consulted and the matter was put through. As far as the requisitionists were concerned, said Mr. d'Almada, they desired to congratulate the broker who put through the deal. The whole thing was a case of a landlord selling his premises to his principal tenant and employing a broker to put through the deal, although the landlord himself in this case was empowered by the memorandum to act as a broker in lands and buildings.

The terms of the sale were already well-known to shareholders, but it was as well at this stage to repeat some of the details. The purchase price was \$2,400,000 and of this \$1,750,000 was paid by the purchaser and the balance \$650,000 was on a second mortgage to the Realty Co. on the building with interest at 7 per cent.

It is always regrettable, and in this case I must deprecate it, but it is necessary to refer to this meeting to the financial position of the other company concerned in this transaction. I would prefer not to refer to it by name. In order to appreciate the proper position, it was necessary to explain that in a letter in reply to the requisitionists it was mentioned that the \$1,750,000 was to be kept within the company to meet any possible, but remote, contingencies in the event of default of the first mortgage.

(Continued on Page 7.)

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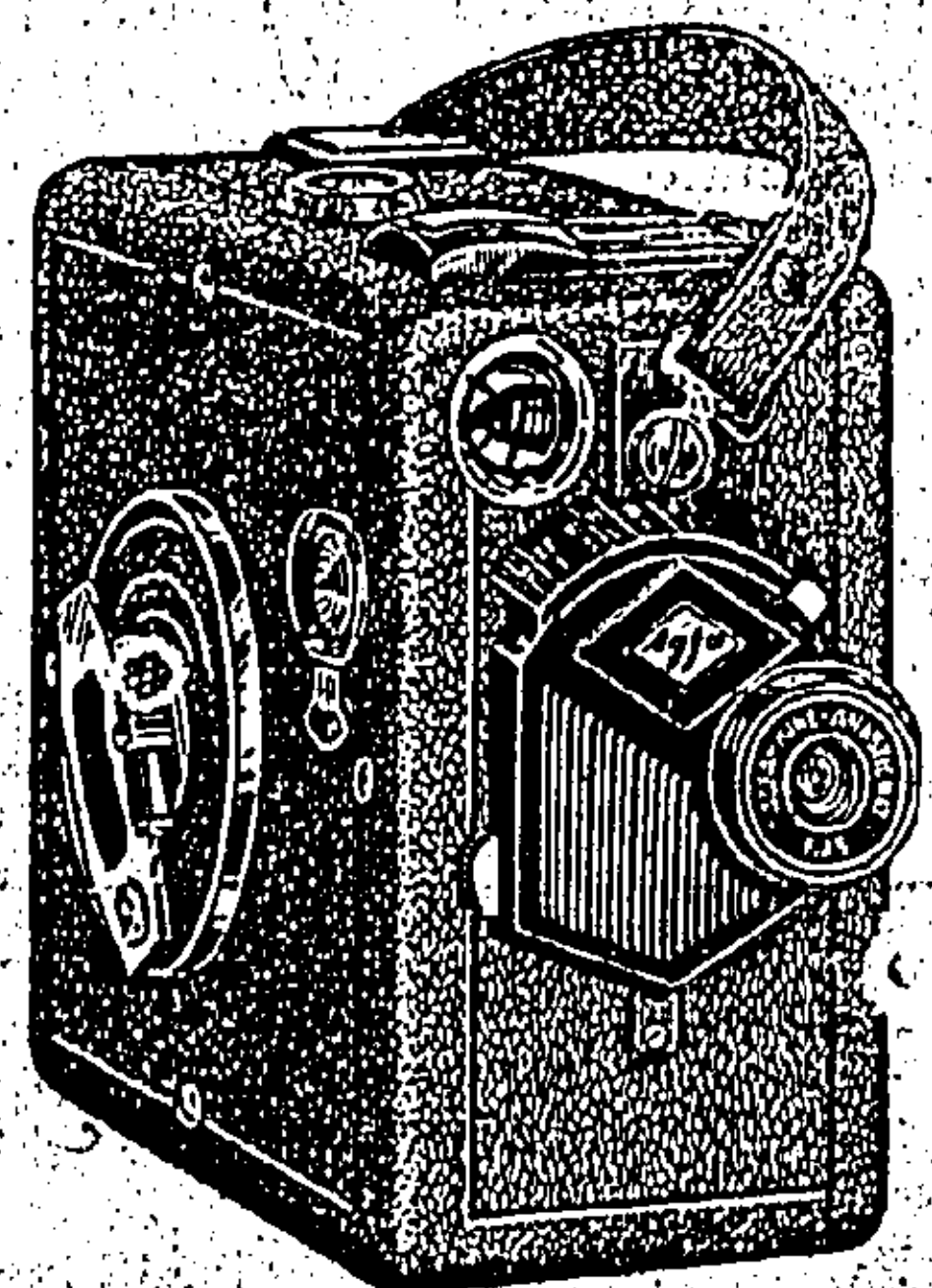
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SALE OF EXCHANGE BUILDING CRITICISED.

(CONTINUED FROM PAGE 6.)

Mr. d'Almada said that he proposed to show by certain facts and figures how the position of the purchasers had improved since buying the building, so that any very remote contingency that might once have arisen was now over further removed.

Detailed Figures.

The gross rent receipts of Exchange Building were \$23,000 a month or \$276,000 a year. Add to this the allowance for certain periodical vacancies and for the rental which the Hong Kong Realty and Trust Company were not paying and they would have \$4,000 more, so that the gross receipts from rent for this building, assuming that every room was occupied and every tenant paying rent, was \$280,000 a year. An allowance of 20 per cent. off this was made for rates, taxes and insurance and occasional vacancies which amounted to \$56,000. This left a net profit in the form of rent of \$224,000 per annum. This sum, capitalised at seven per cent., would amount to \$3,200,000. Mr. d'Almada said that he merely mentioned that in passing but it showed that the purchaser of the building paid \$2,400,000 for a property which on the net proceeds of rental alone was worth \$3,200,000.

Proceeding, Mr. d'Almada stated that the purchasers were paying interest on their first mortgage at the rate of six per cent., which came to \$105,000 a year, and on the second mortgage seven per cent., which amounted to \$45,500 a year, making a total interest per annum of \$150,500. It may be assumed that this was what the purchaser was paying as equivalent for rent for the whole building. Deducting this sum from the net proceeds of rental—\$224,000, would leave the purchaser with not less than \$73,500 as a profit only on the rental of this building. These figures, he said, could not be taken as strictly accurate, but they were the nearest available in the circumstances.

Mr. d'Almada emphasised this as an important point and that it went to show that the directors, instead of fearing a contingency in connection with the first mortgage, actually in June last allowed the buyer a second mortgage on the building of \$360,000 instead of insisting for payment of the balance in cash. He submitted that the contingency which the directors had referred to was even more remote with the figures placed before the meeting.

"Inglorious Uncertainties."

"Your directors have stated that the object of retaining this sum of \$1,750,000 is to meet contingencies. Adopting their viewpoint for the present let us assume that it is a possible contingency and must be guarded against. Your directors think that this money should be retained but not in such a way as to be handy immediately. They don't say that this money should be kept at one per cent. at the bank but that it should be kept in shares in any manner they think fit. If you are genuine about the contingency you cannot allow this money to go to shares. The glorious uncertainties of cricket are nothing as compared with the glorious uncertainties of the Ice House Street game."

"You cannot risk the investment of \$1,750,000 in shares because shares may depreciate at any moment. There is so much fluctuation in the sharemarket that there is no guarantee at all in that investment. If you are going to invest the money, you run a great risk of losing it and you will not have any money to meet any contingency in case of default of the mortgagors."

"I am instructed that at the time the negotiations were put through there was a persistent rumour regarding the proposed amalgamation between this company and another local company. Certain of the requisitionists have told me that although they realise that the directors have a perfect right to enter into the preliminaries without consulting them, they nevertheless think that in view of the importance of the step, the shareholders should have been consulted before any steps were taken in regard to that particular point."

Recent Company Failure.

Another reason why the money should not be invested is that in 1923 another company was formed locally with its main object to deal in land and property. That company invested their capital in dealings similar to those in which the directors of this present company now have powers to invest money. In the case of that company the result was as disastrous that shareholders are still being asked to pay for shares in land dealings, but in that subsidiary object of dealing in shares generally."

"Any return of capital to the extent of \$7 per share would not result in impoverishing the company. You will see that a return of \$7 per share will leave the company in quite a good position still. The company would still have \$350,000 in cash. They would still have \$350,000 against the second mortgage, and they still have certain bungalows at Repulse Bay, and finally they would still be receiving from the purchase of this building \$25,000 annually, being payment of the principal on the mortgage. After the reduction the available cash would still be over \$1,000,000 which to-day was worth more than \$5,000,000 in 1923, from the point of view of the comparative tightness of money. Is it not better in this case to risk losing your second mortgage rather than a double loss on both the first and second mortgages?"

"I have shown that from the position of the purchase of the building there is absolutely and completely a total absence of any necessity of retaining \$1,750,000 for the purpose of meeting a contingency which is so remote. It is better to risk the loss of only \$550,000 rather than the total of \$240,000 in shares."

Mr. d'Almada claimed that the shareholders were actually being exceedingly generous in the matter in demanding a return of \$7 a share. The company had completed its main object in the building and selling of Exchange Building and he considered the best course was the liquidation and return of the whole capital to the shareholders.

Mr. d'Almada, then, seconded the resolution.

Chairman's Reply.

The Chairman, addressing the meeting on the points raised by the previous speaker, said that he would like to congratulate Mr. d'Almada on the efficient manner in which he had dealt with the subject, and the excellent manner in which he had put it forward in the interests of the shareholders.

With regard to the main objects of the company, he admitted that in one sense that which the directors were seeking to do was a subsidiary object. He pointed out that although practically the whole of the capital was sunk in the building, they could always increase their capital.

The next point was with regard to the fact that the directors thought it necessary to refer the matter to the shareholders. As a matter of fact, the matter was referred to the shareholders at his instance, the reason being that they wished to know whether there was any tangible objection to the scheme. In point of fact very few shareholders attended the meeting and the directors' proposals were carried unanimously. He did not think the reasons put forward by Mr. d'Almada yesterday would have swayed the shareholders at the recent meeting to decline the policy of the directors.

The Second Mortgage.

With regard to the sale of the building, Mr. d'Almada said that a second mortgage was unnecessary, and that they should have told the purchaser that they wanted cash. He thought that had they done that, the bank would have had something to say.

The next point was regarding the investments in shares. Mr. d'Almada said that it would have been better to leave the company in a liquid position, but he (the chairman) would remind them that they could always get advance on shares, and he thought they should credit the directors with a sufficient amount of thought for the shareholders not to put their money in anything where the risks were obvious.

Coming to the question of rumours of amalgamation, the Chairman said these rumours were well-founded, but the directors did not decide that the amalgamation was to be proceeded with, otherwise they would certainly have consulted shareholders.

As for disasters, they were bound to take risks in every phase of life, but he did not think the risks would have been big in that case. Mr. d'Almada asked for the return of \$7 per share, but he would remind them that before the sale of the building was completed, they were in debt to the bank and with the actual cash available, would only be able to pay \$3.

Resolutions Defeated.

On a show of hands, the resolution was lost by 10 votes to 14 and Mr. d'Almada asked for a poll. He made a similar request when his second resolution, "that the capital of the company be reduced from \$2,000,000 to \$400,000 by the return to the shareholders of \$7 a share" was lost by 10 votes to 14.

SUN YAT SEN UNIVERSITY.

INDUCTION OF NEW PRESIDENT.

(FROM OUR OWN CORRESPONDENT.)

CANTON, Oct. 7.

Dr. Chu Chia Hun, the newly elected President of Sun Yat Sen University, was formally inducted yesterday morning in the University auditorium following an impressive ceremony.

Among those present were General Chen Ming Shu, Civil Administrator of Kwangtung, Mayor Lin Wan Koi, Mr. Kin Cheng Tsing, Commissioner of Education, and a number of foreign educators in Canton. Mayor Lin represented Nanking and officiated. The principal speech was delivered by General Chen Ming Shu, who said that the new President is the right man for the post. Dr. Chu has been actively connected with the University for a number of years in the capacity of Vice-President, and his promotion to the presidency marks a new era in the growth and expansion of the institution. The new President had been associated with educational work in the Peiping National University for a long time. He was educated in Europe, specializing in geology.

The speaker then went on to dwell upon subjects of vital interest to the students, and said, among other things, that the ancient civilization of China, which has withstood the test of time, has much to commend itself to the present age, despite its many defects viewed from a modern standpoint. The ultimate object of a university, as the ancients put it, is "to illustrate illustrious virtue, to renovate the people, and to rest only after the highest excellence has been reached."

Dr. Chu delivered an inaugural speech, in which he laid stress on the great importance of the works of the different colleges. He gave a brief review of what has been done to make each constituent college more efficient and better equipped, and he gave a brief outline of what the University has set out to accomplish.

MEETING OF ENGLISH ASSOCIATION.

OFFICERS FOR THE YEAR ELECTED.

The Hong Kong branch of the English Association held its first annual meeting at the Cathedral Hall yesterday under the chairmanship of Mr. W. W. Hornell. Business was formal and the following were elected as officers for the forthcoming year:

President, H.E. Sir William Peel, K.B.E., C.M.G., Vice-Presidents, H.E. Major-General J. W. Sandilands, D.S.O., C.M.G., the Right Rev. C. R. Duppuy, Victoria, Sir Joseph Kemp, C.B.E., Sir Henry Pollock, the Hon. Mr. W. T. Southern, C.M.G., the Hon. Dr. R. H. Kotewall, C.M.G., Mr. B. Lander Lewis, Mr. G. P. D. Martin and Mr. W. W. Hornell. Committee:—Father Byrne, S.J., Mrs. H. T. Creasy, Professor L. Forster, Major W. G. Miles, R.M., Mr. Ho Leung, Miss H. D. Sawyer, Miss H. P. Skinner, Mrs. W. T. Southern, Miss K. Woo, Mr. H. K. Woo and Mr. B. C. Birch. Professor R. K. M. Simpson, M.A., was elected as hon. secretary and hon. treasurer.

The chairman announced that the first lecture of the session would be given by Major Miles on November 4, at 5 p.m. at the Cathedral Hall, on the subject of "Travellers' Tales of the Spice Islands."

The chairman said that Professor Simpson would be back in Hong Kong on November 18. He spoke of the difficulty in getting lecturers and said he hoped that more would come forward during the coming session.

Many of the shareholders were away from Hong Kong. Mr. Scott Harston explained, and he would have to fix the polling date for January 20, 1931, from 10 a.m. to 4 p.m.

The meeting agreed to this date. The scrutineers appointed were Mr. E. H. Suckling and Mr. F. A. Xavier.

The meeting closed with Mr. d'Almada proposing a vote of thanks to the chairman.

The directors present were:—Hon. Sir Shou-son Chow, Messrs. P. H. Suckling, E. M. Raymond, P. K. Kwok and J. Fleming. Shareholders present were: Messrs. Leo d'Almada, Mr. Leo d'Almada, Mr. H. M. Smith, P. C. Potts, M. H. Turner, D. V. Stevenson, O. E. Ribeiro, M. J. Gane, H. L. Lim, P. Xavier, A. T. C. E. White, E. C. Barry, F. M. Ellis, E. P. Greaves, W. G. Pirie, N. V. A. Croucher, T. K. Au, A. C. V. Ribeiro, W. Paterson, H. Lowcock, Mrs. G. Nelson, Mrs. M. B. B. and Miss L. Mow Fung.

STRAITS AFFAIRS REVIEWED.

REDUCTION IN THE COLONY'S SURPLUS.

CIVIL AERODROMES FOR SINGAPORE AND PENANG.

A review of the affairs of the Straits Settlements, prepared in the Colonial Secretary's office, was laid before the Legislative Council in Singapore on September 22.

It was mentioned that the revenue for the current year will amount to \$22,750,000 and the expenditure to \$22,750,000, so that the Colony's surplus on December 31, will be reduced to about \$73,000,000. This surplus does not include the Revenue Replacement Reserve Fund, which on June 30, last stood at \$43,516,019. If the fund continues to earn interest at the rate of 4 per cent. for a further 14 years—it will amount to over \$63,000,000. It is not proposed to make any addition to the fund from revenue during 1931. The position of the Currency Guarantee Fund was described as "very sound."

It is mentioned in the report that work on the civil aerodrome at Kallang Basin, Singapore, will begin next year, and similar work will be undertaken in Penang where a site has been selected.

In connection with the Singapore Harbour Board, it was stated that arrangements were made to afford the Board relief in the repayment of its debt to Government, so that the Board might reduce its rates in the interests of the port. Details of the financial relief afforded were given, and it was stated that the Board has made substantial reductions in its Wharf Department charges.

The report mentioned that Malaya had been hard hit by the fall in the prices of tin and rubber and stated that much anxious thought was given to the requests to restrict rubber production, but it was found that no official co-operation could be expected from the East Indies.

DEATH OF MR. W. J. G. WHILEY.

FORMER SOCONY MANAGER.

His many friends in the Colony will hear with much regret that news has been received of the death, which occurred at Coronado, California, on September 6, of Mr. W. J. G. Whiley, formerly of the Standard Oil Company, at the age of 33.

Mr. Whiley came to the Colony many years ago and was at first connected with a flour business established by his father. Later he joined the Standard Oil Company and was with them for over 20 years. He served as manager in Manila about 15 years ago, subsequently returning to the Hong Kong office where he was in charge of the shipping department. He was also a director of the Standard Transportation Co., which handles the Socony tanker service, and left the Colony two years ago on retirement.

Whilst in Hong Kong, he lived for the most part at the Hong Kong Club, the flag of which was flown at half-mast yesterday as a mark of respect to the deceased. Much sympathy will be extended to the widow and two daughters, who are in California.

TELEPHONE COMPANY FINED.

INSUFFICIENT LIGHTS NEAR EXCAVATIONS.

The case in which the Hong Kong Telephone Company, Ltd., was summoned for failing to provide sufficient warning to traffic in and around excavations made by them at North Point, was concluded at the Central Magistrate's court yesterday.

Karur Singh, an Indian public car driver, said he was driving a fare to Quarry Bay on September 19, at about 7.30. When he came to the place in question, he noticed a red light. He avoided that portion of the road, but after going about twenty yards, his car got stuck in two holes. He could not see the second light from the place where the first light was placed.

Mr. Gardner, the passenger in the car, gave corroborative evidence. He imposed a fine of \$50 his Warship. (Mr. Lindell) said that the case had been proved and that the fault probably rested on the watchman who "didn't see" and placed the lights properly.

ALLEGED EMBEZZLEMENT OF \$40,000.

DEFENDANT RETURNS TO CLEAR HIMSELF.

The case in which Chan Kwong Cheong, a partner of the Cheung Hing Loong Kee firm, now dissolved, is charged with the embezzlement of \$40,000, belonging to the firm, was resumed before Mr. R. E. Lindell at the Central Magistrate's court yesterday.

The defendant, it was stated, on seeing a report in the papers that a warrant was out for his arrest, returned to the Colony and gave himself up to the police.

M. D. L. Strollett appeared for the complainant, and Mr. F. O. E. Rendall was for the defendant.

Outlining the case for the complainant, Mr. Strollett said: "The Kwong Cheong Kee firm, which has since been dissolved, came into existence in April 1928 at 262, Des Voeux Road West. It dealt wholesale in live pigs brought from various parts of the country. The pig breeders came to Hong Kong with their cargoes and had to be paid at once. The retailers to whom the firm traded were always on credit and therefore the firm had to have a big capital which was raised by several persons to \$20,000. The accused was a partner of the firm to the extent of \$1,000. The firm was under the management of Lam Wing, the complainant in the case."

Appointed Accountant.

"At the commencement of the firm the accountancy department was under the charge of one Mau Chin Man. At the same time the accused was appointed as his chief assistant. On February 19, 1929, however, Mr. Mau resigned and accused was appointed to take his place. Before Mr. Mau left the firm, all the accounts were checked before being handed over to the accused."

Mr. Strollett then went on to deal with the accounts which the accused was alleged to have embezzled from the time he took charge of the accountancy department till the time he absconded. The total amount was stated to have been \$40,073.

On March 15, 1930, accused informed complainant, who was also his brother-in-law, that he wished to go to Siu Tong Pui, Heung Shan village, for a week in connection with the wedding festivities of his cousin. When he had gone, complainant engaged two men to keep the accounts till he came back. They found, however, that there was no money at all in the safe. Complainant then wrote a letter to the accused asking him to come back to deal with the accounts but he refused. A warrant for his arrest was then printed in one of the Chinese newspapers in the Siu Tong Pui village. It was then that the accused, on seeing the paper, came back to the Colony and gave himself up to the police.

The case was then adjourned till Monday, October 13.

LARGE SUM STOLEN FROM SAFE.

SAVINGS OF A RETURNED EMIGRANT.

A report to the Yau-mat Police states that a sum of \$7,900 has been stolen from a safe at the Peking Boarding House. Of this amount \$400 belongs to the establishment, while the remainder, which was in American currency, was the property of a merchant who recently returned from South America.

It appears from the details given that the returned merchant resided at the establishment some time last month and left the \$7,900 with the treasurer, whom he had known years ago when they were both abroad, for safe keeping. The money was deposited in the safe, but when it was opened two days ago the money was missing. There was evidence of the safe having been tampered with, and under it there were two knives which were not the property of the establishment.

The police are making investigations and are in hopes of tracing a man who is alleged to be involved in the affair.

UNIVERSITY SOCIAL FUNCTION.

A DRAMATIC EVENING NEXT WEEK.

The annual social function of the Arts Association of the Hong Kong University will be held on Saturday, October 19, at 9 p.m., in the Great Hall of the University in the form of a dramatic evening.

Under the direction of Mr. B. G. Birch, the plays "Doctor Love" and "Rehearsal" are to be produced. The former play will be acted by men and women undergraduates of the University, while the latter will be acted by the women undergraduates.

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NEW ADVERTISEMENTS

G. R. R.
NOTICE.

HONG KONG WATER SUPPLY.
IT IS HEREBY NOTIFIED that from 9 P.M. on WEDNESDAY, 8th INSTANT, until 8 A.M. the following morning, the WATER SUPPLY SOUTH OF AUSTIN ROAD will be INTERRUPTED.

HAROLD T. CREASY,
Water Authority
PUBLIC WORKS DEPARTMENT,
Hong Kong, 6th Oct., 1930. [9947]

NOTICE.

ON the 10th OCTOBER, the CHINESE NATIONAL DAY, we shall be "AT HOME" at the CITY HALL (St. George's Hall) from 11.30 A.M. to 12.45 P.M.
All Friends are Cordially Invited.
SHOUSHON CHOW,
R. H. KOTTEWALL,
S. W. TSO. [9946]

HONG KONG RIFLE LEAGUE.

THE ANNUAL MEETING will be held in the Offices of the HONG KONG FOOTBALL ASSOCIATION, FRANKLIN BANK BUILDING, 4th Floor, on 10th OCTOBER, 1930, at 5.30 P.M.

Business:

- 1.—To read and confirm minutes of last General Meeting.
- 2.—To adopt Statement of Accounts.
- 3.—Election of Officers for ensuing year.
- 4.—Discussion on re-formation of Hong Kong Rifle Association and Site for proposed New Range.
- 5.—Any other Business.

All who are interested in Rifle Shooting are specially invited. [9944]

HONG KONG CRICKET CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING will be held at the PAVILION on TUESDAY, the 14th OCTOBER, 1930, at 5.30 P.M.

NOTICE IS HEREBY GIVEN that TUESDAY, the 14th OCTOBER, 1930, immediately after the holding of the GENERAL MEETING, A DRAWING for the REDEMPTION OF THIRTY (30) DEBENTURES will be held.

The Numbers of the Debentures Drawn will be published in the Hong Kong Government Gazette and the Local Newspapers, and Holders of Drawn Debentures may, upon giving Notice to the TREASURERS, waive the Six Months Notice to which they are entitled, apply on the 31st OCTOBER, 1930, to the Treasurer, Messrs. Fraser & Neave, for Payment of the Principal and Interest to the 31st OCTOBER, 1930.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.

Hong Kong, 6th October, 1930. [9940]

KELLY & WALSH'S BOOK NEWS.

F. Kingdon Ward's **PLANT HUNTING ON THE EDGE OF THE WORLD** ... \$21.00

A vivid account of the writer's experiences in the remote and inhospitable fastnesses of the North-East Indian Frontier. Captain Ward is keenly sensitive to natural beauty and is a distinguished naturalist.

Major Coulson's **MATA HARI** ... \$12.50

As a beauty and a liar Mata Hari has had no peer. Here for the first time her adventurous life is told. The book is one of the most amazing works recently published.

GREAT SHORT STORIES OF THE WAR ... \$7.50

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Containing Lady Eleanor Smith's "Red Wagon"
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Martin Armstrong's "St Christopher's Day"
Richard Oke's "Frolic Wind"

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W. Somerset Maugham's **THE GENTLEMAN IN THE PARLOUR** ... \$9.50

Here is recorded a journey from Rangoon to Haiphong. The book is charmingly written and Mr. Maugham's English is perfect.

Admiral Campbell's **MY MYSTERY SHIPS** ... \$7.50

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The greatest English War Book, if not the best of all war books.

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Marjorie Bowen's **THE ENGLISH PARAGON** ... \$4.00

Robert W. Chambers's **THE BAKE AND THE HUSBY** ... \$4.00

Futana Wado's **THE PORT OF FRAGRANCE** ... \$4.00

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BANK HOLIDAY.

IN accordance with Ordinance No. 7 of 1930, the EXCHANGE BANKS will be CLOSED for the TRANSACTION OF PUBLIC BUSINESS on FRIDAY, 10th OCTOBER (ANNIVERSARY OF THE CHINESE REPUBLIC).

Hong Kong, 6th October, 1930. [9939]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.30 p.m., stated:—

A belt of high pressure extends from S.W. China to N.E. Japan and a trough of relatively low pressure from the China Sea to Guam.

Local Forecast:—N.E. winds, moderate; fine.

BIRTH.

DAVIES.—On October 3, at Shanghai, to Mr. and Mrs. E. J. DAVIES, a son.

MARRIAGE.

CHANG-ROUSON.—On October 2, at the British Consulate-General and afterwards at the Union Church, Shanghai, by the Rev. E. F. Bost-Smith, HUOH CHANG, Engineer Superintendent Indo-China Steam Nav. Co., Ltd., youngest son of the late HUOH CHANG, of Greenock, to KARE WINTLOW, eldest daughter of Mr. and Mrs. R. P. ROUSON, of Habburn-on-Tyne.

DEATHS.

AMIDANI.—On October 1, at Livorno, Italy, LEONARD AMIDANI, in his 64th year.

PITCHER.—On October 3, at Shanghai, JOHN FORREST PITCHER, only son of Mr. and Mrs. H. C. PITCHER, Cape Town, aged 36 years.

WHILEY.—On September 6, 1930, at Coronado, California, at the age of 53, WILLIAM JOHN GRANGER WHILEY, formerly of the Standard Oil Co. of New York, Hong Kong. [9945]

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 63, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 8, 1930.

THE NEW FERRY SERVICE.

Last week the Legislative Council approved the Government's plan to build piers for the proposed vehicular ferry. Not one honourable member had any desire to address the Council in regard to this expenditure of 13 lakhs. The Colonial Secretary in introducing the Vote, quoted the Sessional Paper of 1928 on the subject, but appeared to have no later information in his possession. We had hoped that at last week's debate the Government would have submitted some more recent figures relating to the actual cost of water-borne transport across the harbour and the estimated cost of carrying freight on a vehicular ferry. Apparently nothing has been done to bring the 1928 figures up to date.

The Colonial Secretary "thinks" that a closer study of the traffic would have justified more optimism than was then expressed. He also thinks that "any feeling of hesitation has been removed by the wide extension of the use of motor-cars," and by realisation that the vehicular ferries will carry passengers as well as automobiles. We thank him for that reference to motor-cars; it confirms what we have already said on the subject.

Nothing was said by the Colonial Secretary about the increased facilities offered by the vehicular ferry from the point of view of the businessman. He said not a word as to whether it will be cheaper to send goods across the harbour loaded on a lorry than by the present system of transport by sampan, junk, or lighter. The new ferries are to be capable of carrying sixteen five-seater motor-cars (or lorries and other vehicles), and passengers. "The intervals between trips will remain a matter for experience to dictate." It will. Experience alone will show how many passengers will have sufficient patience to wait while sixteen motor vehicles are being got into position on board the ferry. Fortunately, smaller boats for passengers only are to be run between the trips made by the vehicular ferries. But the ferries which were worked out in 1928 in regard to transportation costs have not been revised, nor have they been disproved.

Have conditions changed very materially during the last two years—other than the increased number of motor-cars in the Colony?

Nobody was inclined to raise this or any other point when the matter came before the Legislative Council last week. Nobody thought of asking the Harbour Master, who was present at the meeting, what he thought about the scheme. It may be he could have contributed some very valuable information for or against the vehicular ferry scheme, but as nobody asked him for an opinion he remained mute. It is not even certain that he has been consulted on the matter at all by the Government. It would be quite in keeping with official methods for a scheme affecting harbour conditions to be carried out without the Harbour Master being consulted on the matter. However, the money asked for has been voted, and the work of building the piers can be started with little delay.

There is nothing now to be gained by any further discussion of the project, but we are still of opinion that the people who will benefit most by this scheme are motorists, and not business firms.

In 1928 it was estimated that water-borne transport of freight across the harbour was 50 per cent. cheaper than the cost of carrying similar goods on a vehicular ferry. The only comment offered by the Government on the figures given in that Sessional Paper is that the Colonial Secretary "thinks" a closer study of the problem would have justified more optimism. But now, he pointed out, we have many more motor-cars in the Colony, and it must be accepted that there is "a general public demand" for a vehicular ferry. Well, if there is, why have the owners and hirers of motor-vehicles not given expression to their desire? We had looked forward to an illuminating debate on this question in the Legislative Council last week, but were disappointed. We can only hope the Colony will not be even more disappointed when the time comes to estimate whether the vehicular ferry has proved itself to be a not unprofitable business proposition.

SUNDAY OBSERVANCE AND OTHERS.

About a month ago the Rev. J. HORACE JOHNSTON made some strong comments upon the non-observance in this Colony of that melancholy mockery which he called "the English Sunday." We, in turn, made some comment upon his views, and in the October issue of the *Monthly Magazine* issued from St. Andrew's Church, Kowloon, we find the following paragraph:—

On Saturday, the 13th of September, the *Hong Kong Daily Press* did us the honour of devoting its leading article to the criticism of the views of one of the contributors to our last issue. It would, however, have been more in the interests of truth and in keeping with courtesy if the sources of the quotations had been indicated. To criticise the views of someone else without referring to the source of them is unfair.

The writer of that paragraph, by implication, charges us with untruthfulness and discourtesy. He implies that by deliberately withholding the name of the periodical in which Mr. JOHNSTON criticised this community, we prevented any who might have been sufficiently interested from ascertaining whether his views had been accurately stated. The inference which it is intended to convey is obvious—Mr. JOHNSTON has been misquoted or misrepresented; words and phrases have been cunningly wrenched from their context; those with the interests of truth at heart have been precluded from going to the original source of information and ascertaining precisely what it was Mr. JOHNSTON did say.

The only possible reply to such innuendoes is a definite challenge to produce proofs. That no mention was made of the *Monthly Magazine* is admitted. No discourtesy was intended by this omission, which was due to the belief—possibly erroneous—that the article

was in fact a sermon or address which had been recently delivered by Mr. JOHNSTON. But on the more important issue of "the interests of truth" we invite that gentleman or the Editor of the *Monthly Magazine*, or both, or anyone else interested, to point out a single misquotation or misrepresentation of Mr. JOHNSTON's views in our comment. That is the suggestion underlying the paragraph above quoted, and we ask for evidence in support of it. Pending receipt of a reply to this challenge, we may point out that it "would have been more in the interests of truth" if Mr. JOHNSTON and his friends had at once written to this paper, pointing out in what respect they considered our comment unfair or inaccurate, instead of allowing nearly a month to pass by without saying a word in protest. Either Mr. JOHNSTON's views were correctly quoted in our columns, or they were not. We invite him or his friends to indicate any inaccuracy in quotation, or any unfairness in our comment upon them. Finally, we will say that it "would have been more in the interests of truth" if the Editor of the *Monthly Magazine* had informed his readers categorically and unequivocally precisely where he considered our comment to be inaccurate or unfair, instead of writing a paragraph which, while making no specific allegation, creates an impression which is wholly unwarranted by the facts.

John Henry Murray and Edward Charles Bree, the secretary and steward, respectively, of the Frigate-on-Sea golf club, were each fined £1 at Thorpe-Soken Police Court last month for supplying drink during other than the specific hours allowed by the club licence. The case, of considerable interest to clubs, was really a friendly test to get an interpretation of a point in the 1921 Licensing Act. Superintendent Joyce, who gave evidence of visiting the club and of seeing members order and take drinks at 5 p.m. on a Sunday, said there was no suggestion that the club was guilty of any improper proceeding as a club. It was well conducted. Two members who had consumed the drinks were fined 10s. each. The magistrates agreed to state a case for the High Court.

The Christian Fellowship Meeting will not be held at the Helena May Institute on Friday, October 10.

Mr. Robin Gordon, of Messrs. Jardine, Matheson & Co., Ltd., left yesterday by s.s. President McKinley.

It is notified that from 9 p.m. to-day until 6 a.m. to-morrow, the water supply south of Austin Road will be interrupted.

Among the passengers who left yesterday by s.s. President McKinley were H.H. Prince Panchatra or Sinn and his staff.

The hon. treasurer of the St. John Ambulance Brigade acknowledges with thanks receipt of a donation of \$50 from H.E. the Governor towards the finances of the Brigade.

The total output of the Kaikian Mining Administration mines for the week ended September 30 amounted to 12,676 tons, and the sales during the period to 50,752 tons.

The forthcoming marriage is announced between Lieut. J. G. W. Barry, R.A. Mess, Stonecutters, Hong Kong, and Miss Constance Bell Cree, of 83, Queen's Gate, London.

On Friday, the General Post Office and branch Post Offices will be open from 8 a.m. to 9 a.m. There will be one collection from the pillar boxes, one delivery of ordinary correspondence on Sundays and one delivery of registered correspondence at 9 a.m. The Money Order Office will be entirely closed.

Before Mr. H. R. Butters at the Kowloon Magistrate yesterday a Chinese was charged with feloniously receiving 104 gunny bags, the property of a ginger factory. It was stated that the defendant was arrested while turning the bags inside out with the intention of hiding the trade marks in his own shop. When questioned, the defendant was alleged to have said that he purchased the bags from a stranger. His Worship convicted and fined him \$200, or three months' imprisonment.

★ News and Views ★

Strong criticism of an alcoholic drink was made at a Chamberwell (London), inquest on a woman, aged 62. A verdict of Chronic Alcoholism was returned. She was stated to have drunk a certain brand of wine. Dr. Williams, acting medical superintendent of Newington Institution, said that the wine was a popular drink among the poorer classes. It was extremely fiery and the results were bad. He was informed that it was made of drugs of port wine casks, extracted with hot water and strengthened by methylated spirits. He had no hesitation in saying that the stuff was a public danger. Mr. Cowburn, the coroner, said: "I shall communicate with the appropriate Government department to see if anything can be done to prohibit the sale of this stuff."

Fatally injured in a Backworth pit, amazing luck was shown by a miner, when caught by a fall of stone in his working-place. The stone, six feet long, pinned him down by the head and shoulders, and it took several men to ease it up. He crawled out and walked to an ambulance station, although suffering from a fractured skull and bleeding heavily from the mouth. Before he could be got out of the pit, however, he died.

The well-known film star, Monty Banks was fined £2 at Canterbury recently for dangerous driving at Westboro cross-roads, near Canterbury. Police evidence was that he cut out and passed motor-coaches on the cross-roads. Banks said he did not see the warning signs or white line, and did not know of the cross-roads. The magistrates held that he selected an unfortunate moment to cut out at this notoriously dangerous spot, and that other travellers must be protected. Banks said he had driven for 18 years without an accident.

Bathing by-laws of Broadstairs, which have been denounced by a Councillor as "obsolete and absurd," are to be revised. The matter was brought to the notice of the Council by one of their special constables, who stopped two small children from walking on the front in bathing costumes. The Council were suddenly reminded that, by their by-laws, bathers must wear costumes from neck to knee and tiny tots must pay sixpence for the use of a bathing hut before they can enter the water. These by-laws, however, have for long not been enforced.

Workers engaged on an excavation in the Vatican City have discovered the remains of a columbarium with ancient paintings of imperial Rome.

Viscountess Adair, of the Gate House, Arlington-street, Piccadilly, was found guilty by Mr. Bingley, at the Marylebone Police Court, of driving negligently, and without lights, in the Edgware-road, while returning from the Empire Ball at the Albert Hall at 3.25 a.m., and she was fined £30 10s. 8d., with 25 5s. costs. She was also fined 10s. for driving without a licence.

General Gouraud has arrived in New York to attend the Congress of the American Legion. He was welcomed by tens of thousands of people.

No Italian diplomat may in future marry a foreign citizen under a bill which Foreign Minister Grandi presented to Italian Parliament with the sanction of the Cabinet. However, the bill leaves a loophole in providing that the prospective foreign brides of Italian diplomats may before their marriage apply for Italian citizenship so that in effect the actual decision rests with the Government.

American Marines in Haiti have been ordered to remain in barracks until the October 14 national elections, it was announced. They will not, however, supervise the elections.

A choice collection of synthetic diamonds was presented to Princess Takamatsu of Japan when the royal couple with their entourage visited the Bitterfeld works of the German Dyestuff Trust (C. Farben) where their Highnesses evinced special interest in the manufacture of synthetic diamonds and electron, the special light metal used in the construction of aeroplanes and other machinery.

Meteorological service for steamers on the Atlantic will be started shortly by the New Jersey Radio Company. English stations will provide the service on the European side of the Ocean.

Last week a Soviet Russian naval commission visited the Italian naval academy at Livorno when, according to an official Italian statement, the leader of the commission, Admiral Sivkov, expressed his admiration at the excellent organisation of the academy and the spirit animating its students.

★ Local Notes and Events ★

A meeting of the Council of the Hong Kong Football Association will be held in the Association Offices, 4th floor, French Bank Buildings, at 5.30 p.m. on Tuesday, October 14.

A few old friends of Mr. Lionel E. Lammert, of Messrs. Lammert Brothers, called on him at the Sale Rooms in Duddell Street yesterday and were subsequently the guests at a small social party. It was Mr. Lammert's fiftieth birthday anniversary, on which he was heartily congratulated, and he thanked his friends for their kind wishes.

As a result of a motor-bus accident in Aberdeen, in which a Chinese boat girl was killed, the driver and an official of the Kaitong Motor Bus Company were summoned at the Central Magistracy yesterday—the former with driving a vehicle with a defective brake, and the latter for operating it. The driver was fined \$10 and the official \$50.

Hon. Mr. E. D. C. Wolfe, Inspector General of Police, appeared as complainant at the Central Magistracy yesterday when a driver of a private motor-car was summoned with ignoring a traffic signal. It was stated by Mr. Wolfe that he was driving at the junction of Des Vaux Road and Jackson Road, the policeman on point duty gave him the signal to proceed. This meant that the signal was against defendant's car, but notwithstanding this the defendant rushed along. Witness's car had to swerve toward the pavement in order to avoid a collision. A fine of \$10 was imposed.

The licensee of the Mau Yuen Chuen spirit shop, of 12, Gillies Street, appeared before Mr. H. R. Butters yesterday on the charge of having had in his possession between September 4 and 13, 88 gallons of Chinese wine and with having failed to discharge all the obligations in respect of the liquor in question, duty on them not having been paid. Defendant was represented by Mr. T. C. Bennett who returned a plea of not guilty while Mr. H. A. Taylor was for the prosecution. After the opening of the case for the prosecution was read and evidence taken, hearing was adjourned till Thursday, October 10.

Three actors speaking lines while travelling 37 miles an hour in a motor-cycle is one of the unique achievements in the production of the Fox Movietone musical comedy, "Sunny Side up." Very few so-called "running shots" have been made in audible pictures, and success on this unusually difficult bit of recording is regarded as the greatest stunt yet done in the new medium. El Brendel, drove the motor-cycle, while Frank Richardson and Marjorie White occupied the "bath tub" side-car. All three take part in the conversation, making it a particularly ticklish job for the sound engineer to record. Janet Gaynor and Charles Farrell are co-featured in "Sunny Side Up," which will be seen and heard on Thursday at the Queen's Theatre.

Looking Back 25 Years.

About a year ago Imperial sanction was given to a project for the construction of a line of railway from Canton to Macao, the capital to be subscribed in equal proportions by Portuguese and Chinese subjects. According to the *Chung Yee San*, the Chinese director of the railway Lam Tak Yuen has succeeded in raising the Chinese portion of the capital (two million dollars) and recently petitioned the Director General of Railways (Sheng Kung Po) to cancel the agreement made with the Portuguese Government on account of "the unnecessary delay on the part of the Portuguese in raising their moiety of the share capital."—*Hong Kong Daily Press*, October 9, 1905.

Looking Back 50 Years.

In the Supreme Court yesterday the question was incidentally raised by the Chief Justice whether powers of attorney, if executed out of the Colony, required to be stamped under the provisions of the local Stamp Ordinance. It appeared the Stamp Office holds that they do not require to be stamped, but the Registrar of the Court, whose duty it is to see that all documents which come into Court are properly stamped, holds that they do require to be so stamped. The Chief Justice said that the question was an important one, but he was not going to decide it then.—*Hong Kong Daily Press*, October 8, 1980.

FRANCE SALUTES PASSAGE OF R.101 VICTIMS.

REVERENTIAL CROWDS THROUGH CREPE-DRAPED STREETS.

MEMORIAL SERVICE TO BE HELD IN ST. PAUL'S.

[THROUGH REUTER'S AGENCY.]

Beauvais Salutes Departure of Bodies.

BEAUVAIS, Oct. 7. Thousands of people packed the Town Hall Square and the crepe-draped streets leading to the station and saluted the passage of the bodies of the R.101 victims on 47 gun-carriages, from which the coffins were transferred to special trains despatched to Boulogne.

All the banks and most of the shops were closed in conformity with the decree of national mourning.

Distinguished Mourners.

Aeroplane hummed overhead as the cortege moved off preceded by a squadron of picturesque Spahis and other representative detachments, and in the procession walked the Premier of France, M. Tardieu, the French Air Minister, M. Laurent Eynac, Lord Tyrrell, British Ambassador, and French civil and military officials.

The Under-Secretary, Mr. Montagne, Mr. Wedgwood Benn, and Sir John Salmon were present in the procession.

Victims Identified.

BEAUVAIS, Oct. 6. Guarded by soldiers with fixed bayonets, the bodies were lying all morning in the Town Hall at Allonne, near the scene of the disaster. The British Air Attaché and a doctor arrived and began the work of identification. It proved a long and difficult task. The Air Ministry supplied a list of the victims and trinkets carried by the victims, as these are the sole means of identification. In some cases the remains were only identifiable by their teeth.

The bodies, escorted by a guard-of-honour, were removed this afternoon to the Town Hall at Beauvais, where they lie in state.

A number of British flags, one on each coffin, is being sent by air from Britain.

The examination of the bodies at Allonne has taken longer than was expected.

Only three out of 20 bodies have been identified.

The remains have been placed in coffins of polished oak and brought from the Town Hall of Beauvais by motor vans and placed in the chapel ardente.

There were moving scenes and reverential crowds both at Allonne and Beauvais.

Watched Day and Night.

The salon of the Town Hall has been prepared as a chapel ardente, and the coffins have been covered with wreaths of flowers by the citizens of Beauvais.

A guard-of-honour consisting of ex-Service men and nurses is keeping watch over the coffins day and night, while the public file past the open door of the salon.

Memorial Service at Beauvais.

The bodies will be taken to the Cathedral at ten o'clock to-morrow morning, when the Bishop of Beauvais will conduct a memorial service. They will then be conveyed on gun-carriages to the station and placed on a special train for Calais.

A regiment of Spahis will render military honours, and troops from the garrisons of Beauvais, Compiègne, and Senlis will line the streets.

So far the bodies of only five members of the crew of the R.101 have been positively identified. They include Potter, who survived the R.38 disaster.

It is understood that a definite total of 40 bodies recovered has been finally reached by counting the skulls.

These remains, and Radcliffe's body, will be borne to the railway station on 47 gun-carriages.

Two destroyers which have been detailed to convey the coffins to Britain are the Tribune and the Tempest.

Personnel of Commission.

The personnel of the commission has been announced, and consists of eight British and four French experts, including Squadron Leader Booth, the Commander of the R.100.

His Majesty's Thanks to France.

PARIS, Oct. 7.

In connection with the transportation of the airship victims, Lord Tyrrell, on behalf of His Majesty the King, has written to Premier Tardieu expressing his deep appreciation and personal gratitude, and thanks for the assistance rendered by the French Government and the local authorities of Beauvais and Allonne, and dwelling on the presence of M. Tardieu and official representatives of the French services at today's ceremony as a mark of the ties of friendship and close sympathy uniting the two countries.

PARIS, Oct. 6.

The British Ambassador, Lord Tyrrell, has left for Beauvais.

Prime Minister's Reference to Disaster.

LONDON, Oct. 7.

Reference was made to the R.101 disaster by Mr. Ramsay MacDonald in his address at the Labour Party Conference at Llandudno when he alluded to humanity's inherent quality for pioneering that had driven our forebears through uncharted seas and untrodden lands.

"At last we are in the air, and we shall conquer the desert and the sea," (Cheers.)

He paid a warm tribute to the Government and people of France for their wonderful friendly helpfulness, and, finally, for the honour shown to our dead.

Seven Survivors.

LONDON, Oct. 6.

The Air Ministry officially announces that a total of 55 persons was aboard the R.101, namely, that 46 bodies have been recovered; there was one death in hospital, and there remain seven survivors.

These figures agree with the list of persons aboard when the airship left Cardington.

Honour of General Burial.

A letter is being sent to the relatives of all the victims of the R.101 disaster, suggesting that in view of the impossibility of identifying the great majority of the bodies, all the bodies be accorded the honour of general burial, with a view to a single memorial being erected at their resting place, probably at Cardington.

Memorial Service in St. Paul's.

The official memorial service for the R.101 victims will be held in St. Paul's, London, at noon, on October 10.

The bodies will be brought from Boulogne to Dover aboard two destroyers.

[THROUGH REUTER'S AGENCY.]

German Expert's Evidence At Enquiry.

BERLIN, Oct. 6.

Commenting upon the R.101 disaster, the newspapers and aviation experts, including Dr. Eckener, the designer and commander of the Graf Zeppelin, emphasise the necessity for all airships to be filled with non-inflammable helium gas, instead of hydrogen.

The hope is expressed that the United States, which has a monopoly of helium, and forbids its export except in very limited quantities, will now raise the embargo.

The British Government has invited Dr. Eckener to London to give expert evidence at the enquiry into the disaster.

[REUTER'S AMERICAN SERVICE.]

America's Monopoly of Helium.

NEW YORK, Oct. 6.

Mr. Fred Britten, the chairman of the Naval Affairs Committee of the House of Representatives, has announced that he will sponsor legislation to permit the exportation of helium gas for the use of foreign Government aircraft, following the catastrophe which overtook the British R.101.

Government circles, in this connection, draw attention to the possibilities of the exhaustion of the United States' supply of helium by exportation and to the issue of arming other nations with a military facility at present absolutely controlled by the United States.

U.S.A. Condolences.

WASHINGTON, Oct. 7.

President Hoover has extended his condolences to H.M. King George and Mr. Ramsay MacDonald on the R.101 disaster.

NANKING — FORCES ENTER CHENGCHOW.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 7.

It is officially stated that the Government troops entered Chengchow at nine o'clock last night.

Kuomintang Armies Retreating.

PEIPING, Oct. 7.

The vernacular papers state that the main Kuomintang armies are withdrawing to the north bank of the Yellow River, while Liu Chung Lin and other Generals in the vicinity of Chengchow are covering their retreat.

(Wah Tsu Yat Pao.)

SHANGHAI, Oct. 7.

Nanking troops have captured Chengchow.

The Kuomintang evacuated the city on the morning of the 5th, while the Nanking troops took over the city the following day. Chiang Kai Shek is leaving Kai-feng for Chengchow.

LOYANG EXPECTED TO FALL TO-DAY.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 7.

A message from Hankow states that the Government troops captured the west railway station at Loyang, which is expected to fall to-morrow.

[BRITISH WIRELESS SERVICE.]

Homage to Gallant Men.

RUOYI, Oct. 6.

When the heads of the delegations met to-day their first act was to pass the following resolution:—

"We, the members of the Imperial Conference, desire to place on record our great sorrow at the disaster to airship R.101 and the loss of so many brave and valuable lives."

"On behalf of all parts of the British Commonwealth, we pay homage to the gallant men who have given their lives as pioneers in the cause of human progress, and we wish to express our heartfelt grief for their bereaved families. To our Chairman we offer our deep sympathy at the loss of a distinguished colleague and a well-loved friend."

The meeting stood in silence to pass the resolution.

It had been moved by the Canadian Premier, Mr. R. B. Bennett, who briefly expressed his sense of the irreparable loss sustained in the death of so many pioneers of aerial navigation.

The Australian Premier, Mr. Scullin, in seconding, said that only last Friday he had met Lord Thomson and Sir Seton Brander, who had been full of enthusiasm on linking up Britain and Australia by airways and had arranged to discuss the matter further when they returned from India.

Mr. Scullin also made feeling reference to the death of Squadron Leader Palmer, of the Royal Australian Air Force.

Prime Minister's Tribute to Lord Thomson.

In replying, Mr. Ramsay MacDonald paid affectionate tribute to Lord Thomson, with whom he was on the closest terms of intimacy, describing him as the dearest of his colleagues.

Memorial Service in London.

A memorial service for the victims of R.101 will be held in St. Paul's Cathedral on Friday.

The bodies were to-day taken from Allonne to Beauvais, where they will be in the Town Hall until to-morrow's service in the Beauvais Cathedral. Afterwards they will be taken on a special train to Calais and transferred to British warships, which will bring them home.

France's Profound Sympathy.

The French nation are all displaying the profoundest sympathy and their authorities are giving all practical help and French troops are rendering military honours to the dead.

The Premier, M. Tardieu, will be at Beauvais to attend the departure of the victims.

Lord Tyrrell, British Ambassador in Paris, arrived there to-day.

A constant stream of messages has been received in London from foreign Governments and from organisations and individuals in all parts of the world.

Authoritative Statement to be Issued.

LONDON, Oct. 7.

Throughout to-day British and French air experts were still engaged on an examination of the wrecked airship. The authenticity of certain statements published purporting to express the opinion of air officials regarding the cause of the disaster, when available information has been collected and correlated, an authoritative statement will be issued.

REDS ATTACK YANGTSE SHIPPING.

[THROUGH REUTER'S AGENCY.]

PEIPING, Oct. 7.

Firing against shipping on the Yangtze is continually becoming worse.

The Reds, who have mounted numbers of guns at various places, fire indiscriminately on all ships, Chinese as well as foreign, and miniature battles sometimes occur several times daily.

The worst spot is Wushueh, where over 2,000 Communists, formerly the Forty-fifth Nationalist Division, which revolted in October last year, are in control.

Most of the ordinary inhabitants appear to have fled from the district.

The Reds are heavily firing on shipping, and Chinese gunboats have proceeded to the scene in an attempt to silence the Red batteries.

FENG AND WANG CONFERRING.

[THROUGH REUTER'S AGENCY.]

PEIPING, Oct. 7.

Feng Yu Hsiang is reported to have departed from Chengchow for Shihchiachuang.

Wang Ching Wei has left Tai-yuanfu to meet Feng Yu Hsiang at Shihchiachuang.

HONAN PROVINCIAL GOVERNMENT.

LIU SHIH APPOINTED.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 7.

Liu Shih, Commander of the First Division, has been gazetted Chairman of the Honan Provincial Government.

AMERICAN LEGION CONVENTION.

[REUTER'S AMERICAN SERVICE.]

BOSTON (MASS.), Oct. 6.

Describing the Kellogg-Briand Pact of Peace and the London Naval Agreement as two momentous victories on the road to peace, President Hoover, addressing the annual convention of the American Legion to-day, said that by the naval agreement the United States had silenced the high dangers of competitive naval building.

America, he added, had safeguarded her defence by obtaining parity with the greatest naval power in the world, assured the maintenance of an efficient Navy as a first line of defence and limited their strength that America took no domination but only adequate defence.

There is no financial, traditional or military imperialism in the American heart, he added. We have seen the erection of many new democracies since the war. We have seen some of them fall by the wayside, some to strong men and some to the mob.

Strange new doctrines are being presented to us in alluring language. Self-government is being questioned, but we in America have proved it the surest lift to the common man.

H.M.S. REVENGE.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 7.

It appears that the rumours current at Nice of disaffection on board H.M.S. Revenge are merely an exaggeration of the breaking of leave by a very few men out of the hundreds landed daily.

No arrests have been made.

Admiralty's Categorical Statement.

LATER.

The Admiralty, in the course of a statement, categorically denies the rumour of disaffection by men on board H.M.S. Revenge.

The statement says that out of an average 340 granted shore leave daily during the nine days' stay at Galle Jett, 33 returned late, and two were posted as deserters.

The Admiralty states that the men who were posted as deserters were returning to the ship and behaving disrespectfully to the captain and complaining of the food are quite untrue.

CONSPIRACY CASE AT LAHORE.

[THROUGH REUTER'S AGENCY.]

LAHORE, Oct. 7.

The special tribunal sitting on the Lahore conspiracy case concluded the protracted trial of persons accused of being concerned in the murder of Mr. Saunders, assistant Superintendent of Police, in 1928, when three men, Bhagat Singh, Raj Guru and Bish Dev, were sentenced to death, seven were sentenced to transportation for life, including Kishori Lal and Jai Dev, while Kanan Lal was sentenced to eight years' rigorous imprisonment, Prem Dutt to five years' imprisonment and three others were acquitted.

FAMOUS AMERICAN RACEHORSE RETIRED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 7.

Gallant Fox, the greatest money-maker on the American turf, has been retired to the stud by its owner, Mr. William Woodward, of New York.

Gallant Fox was the winner of nearly all the important races in America, including the Kentucky Derby (\$10,000) and the Belmont Stakes (\$25,000).

Gallant Fox earned \$25,000 during the present season.

AMERICAN INDUSTRIAL AND SOCIAL STRUCTURE.

[REUTER'S AMERICAN SERVICE.]

BOSTON, Oct. 6.

Addressing the annual convention of the Federation of Labour, President Hoover declared that the demonstration throughout the nation of co-operation and team play, and the absence of conflict during the present depression, had increased the stability and wholesomeness of the American industrial and social structure.

"We are justified in feeling that something like a new and improved tool has been added to our working kit for the solution of future problems."

The President expounded the American economic conception that industry must be constantly renovated by scientific research and invention; that labour welcomes labour-saving devices; that the savings thereby made shall be shared by labour, the employer, and the consumer.

He believed that America thereby was making more progress toward security and better living than countries continuing the old wage conceptions, and patching up the old system with dopes.

FREEDOM FROM CONFLICTS DURING ECONOMIC CRISIS.

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President Pleads for Faith.

CLEVELAND, OHIO, Oct. 2.

In an address delivered to-day before the Bankers' Association here, President Hoover declared that he believes faith in the future of the United States is the greatest present need in order to dispel the economic depression.

He is of the view, he continued, that such depression will be shortened commensurate with the degree of confidence which American bankers are able to instill in their clients through counsel and specific assistance.

President Hoover suggested that inquiry might develop the fact that the present system of taxes on capital gains directly encourages inflation by strangling the free movement of land and securities.

Railway Programmes Crippled.

[THROUGH REUTER'S AGENCY.]

He deplored the provisions of the Transportation Act which prevent the railways from enlarging their construction programmes during periods of nationwide depression, thus giving employment and assisting the entire country.

The President advocated that bankers of the United States, co-operate with the Federal Reserve System in order to maintain an ample supply of money at low rates.

The fundamental basis of prosperity has been undisturbed, Mr. Hoover asserted, and he said that already there are signs of improvement in the situation.

America has suffered less than certain other countries, some of which have experienced a depression as a result of prevailing low commodity prices, according to the President.

MR. SIMPSON SLOWLY REGAINS STRENGTH.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, October 7.

Mr. Lenox Simpson's condition gives ground for more optimism.

It is stated that he is slowly regaining strength, and should this condition continue an operation for the removal of the bullet may yet be attempted.

However, most of the natural functions of his body have been retarded, and it is feared that at best he can only live as a hopeless cripple.

A Slight Improvement Reported.

TIENTSIN, Oct. 6.

Enquiries made at a hospital this evening disclose that Mr. Lenox Simpson is still holding his own.

If anything, his general condition is slightly improved.

A REMARKABLE INTERVIEW.

[REUTER'S AMERICAN SERVICE.]

TIENTSIN, Oct. 7.

Unexpected and embarrassing sentences were displayed by respondent for the *Shanghai Evening Post* in an interview touching upon the possibility that B. Lenox Simpson, until recently Commissioner of Customs for the Northern régime at Tientsin, might be shot.

Just five days after the interview was published, a group of Chinese gunmen entered Mr. Simpson's house in Tientsin and shot him.

The interview praised Mr. Simpson's work as head of the Customs and purported to reveal extensive graft under former régimes. It declared the Simpson rule to be highly efficient, and quoted the then Commissioner as an alleged "gigantic swindle which has been going on for years," saying that:—

"As the result of a ring of about 50 brokers working with certain dishonest individuals in the Customs service, we calculate that a sum of at least 10,000,000 taels has been lost to the Customs during the last three years."

"We have established the fact that for a recognised fee of 20 taels per case, a merchant could get goods of any nature passed through as being of any other nature he desired them represented as."

"To make this ring safe and to give them a safeguard in case dangerous inquiries were made, there was always one 'dummy' firm which did not exist except as a name on invoices."

"We have now a proper system of registering brokers and holding deposits which would make such a thing impossible. The fact that our returns are now increasing and exceeding previous collections proves that these are no idle claims."

An Awkward Question.

The portion of the interview dealing with a possible assault upon the Commissioner appeared in the *Post* as follows:—

"And now for the last question," I said with some attempt to levity. "What is your idea of the future of the Tientsin Customs, and is it true that in the event of Nanking coming North, you may be shot at dawn?"

Mr. Simpson did not even smile at this crude snail, but merely gave me the impression that in his opinion it had lost its freshness by much repetition.

"I can only say," he said, "that I believe the South will never subdue the North. Various arrangements may be made which would affect the future of the Tientsin Customs, but the Northern people, speaking generally, are to-day more contented than they have ever been before."

At the time of the attempted assassination, Nanking's power had not been formally extended to Tientsin, but Marshal Chang Hsueh Liang, of Mukden, had taken over Tientsin and Peiping with at least the outward show of direction from Nanking.

The Sankey Committee, to which these and many more technical matters are being referred, holds its first meeting to-morrow.

BULGARIAN ROYAL BETROTHAL.

[THROUGH REUTER'S AGENCY.]

ROME, Oct. 6.

The official organ of the Vatican, *Osservatore Romano*, states that contrary to Press reports, the difficulties regarding the dispensation for the marriage of King Boris of Bulgaria and Princess Giovanna, the third daughter of King Victor Emmanuel, have not yet been solved.

The difficulties arise from the fact that the Princess Giovanna is a Roman Catholic.

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PING PONG LEAGUE.

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 (Continued on next Column.)

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Centro field.
Two runs, two hits, two errors.

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yes-

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games and St. Louis two, St. Lou

day by three runs to one.

NEW ADVERTISEMENTS

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 13th DAY of OCTOBER, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	New Kowloon Island Lot No. 1408	Junction of Tai Po Road and Tai Ho Street	As per sale plan	About 4,800	34	7,500

[9948]

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12	New Kowloon Island Lot No. 1409	Junction of Tai Po Road and Tai Ho Street	As per sale plan	About 5,200	40	7,500

[9949]

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
13	New Kowloon Island Lot No. 2001	Cedar St. between Tai Chau St. and Tai Kok Tsui	As per sale plan	About 2,800	16	16,800

[9950]

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
14	New Kowloon Island Lot No. 2402	On the corner of Tai Kok Tsui	As per sale plan	About 1,500	14	21,125

[9951]

ADVERTISEMENTS.

G. R.
PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR STORES", will be received at the COLONIAL SECRETARY'S OFFICE until NOON of THURSDAY, the 23rd DAY of OCTOBER, 1930, for the SUPPLY and DELIVERY of STORES required by GOVERNMENT DEPARTMENTS during the Year 1931. For Specifications and Forms of Tender apply at the Office of SUPERINTENDENT ACCOUNTS and STORES, PUBLIC WORKS DEPARTMENT, from whom further Particulars may be had on application.

The Government does not bind itself to accept the Lowest or any Tender and reserves to itself the option of accepting FOR ALL OR ANY PART of each Specification.

HAROLD T. OEEASY.

Director of Public Works.

3rd October, 1930. [9941]

FOR SALE.

FRIGIDAIRE, Good as New, Only Used for 18 Months; 5 ft. x 8 ft. Can be seen by appointment at owner's place. Address: "OWNERS" care of Hong Kong Daily Press.

[9990]

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on FRIDAY, 10th OCTOBER and SATURDAY, 11th OCTOBER, 1930, commencing at 2 P.M. on both days. The First Bell will be rung at 1.30 P.M.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-members to the Members' Enclosure and Club Rooms at \$5.00 Per Day for Gentlemen and \$2.00 Per Day for Ladies, are obtainable through the SECRETARY upon Introduction by a Member, such Member to be responsible for Payment of All Claims, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the SECRETARY, Badges (Limited to Two) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Pattern will Children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$1.00 Per Day for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, Tipsters, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,

C. B. BROWN,

Secretary.

NOTICE.

THE KAI TAK LAND INVESTMENT COMPANY, LIMITED (In Liquidation).

CERTIFICATE No. 17 Shares Nos. 212-2203 and Certificate No. 18 Shares Nos. 2204-2259 of the above Company registered in the Name of TSE YAM OHT have been declared LOST and if at the Expiration of One Month from the Date hereof the said Certificates are not produced to the Undersigned they will be deemed Cancelled.

TSO & HODGSON,

Solicitors for the Liquidators.

[9943]

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Six-roomed and Five-roomed Apartments.

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas.

Modern Construction with Garages.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, Ltd. and the **HONG KONG WEEKLY PRESS**, through their London Office, at 53, Fleet Street, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motor facilities, suitable shopping centres, etc.

When at home, they will call on subscribers at the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

HAVANA SEETHING WITH RUMOURS.

CONSTITUTIONAL RIGHTS SUSPENDED.

U.S. KEEPS WATCHFUL EYE ON SITUATION.

[UNITED PRESS.]

Havana, Cuba, Oct. 2.—Following rumours that President Gerardo Machado had been shot to-day, Government officials said that at 5.45 o'clock this afternoon Dr. Machado was resting quietly after a hard day's work.

Rumours of disorders and potential revolution are prevalent in connection with projected moves by the Administration.

The Cabinet met after midnight last night and decided to grant a request by the President that Congress suspend Constitutional rights as a temporary measure in order to permit the Government to restore peace in Havana.

Student demonstrations have been in progress and general political unrest prevails.

The tenacity of the situation has been heightened on account of financial uncertainty which has followed an important bank failure.

Not Ready to Announce Policy.

Washington, Oct. 2.—While the American Government is watching the Cuban situation closely, and does not desire to minimize its importance, the Administration was stated to-day to be not yet in position to announce any definite policy which would obtain in the event of possible disorders in Cuba.

A spokesman for the State Department said that the United States has never intervened in Cuba on behalf of any specific Government.

The Department desired to point out, however, that in cases involving Cuban political disturbance, each instance must be judged upon its own merits as regards the attitude of the American Government. Department officials declined to comment upon President Machado's intention to suspend the Cuban Constitution as a means toward restoring order in Havana.

SOVIET OPERATIONS IN CHICAGO.

CHARGES OF SELLING SHORT.

Chicago, September 29.—John Bunnell, president of the Chicago Board of Trade, testified before the Congressional investigating committee to-day that he and Joseph Badcock were the first to give the government any information about Soviet activities in the wheat market here.

Selling short, Mr. Bunnell said, is not wrong in itself and is not necessarily detrimental to the market, although any heavy selling tends to depress prices. So far as he knew, the government had received no information about the Russian wheat sales except from him and his associates.

Last week he made a statement urging thorough investigation of the Secretary of Agriculture, Mr. Hyde's, charges that the Russians had been selling wheat short in Chicago, and suggesting that Mr. Hyde discuss with the State Department Russia's right to transact business in America at all.

The same day that Mr. Bunnell's suggestion was announced, Representative Hamilton Fish of New York, chairman of the special Congressional "Red Hunters" committee which has been investigating Communist activities in the United States, declared after conference with Mr. Hyde that his committee would hold sessions in New York and in Chicago to get at the facts about Soviet wheat sales. The committee held its New York hearing last week and is now sitting in Chicago.

ANOTHER RIDDLE OF ARCTIC SOLVED.

GRAVES OF DUTCHMEN DISCOVERED.

Oso, Oct. 2.—When exploring the Jan Mayen island in the Greenland Sea, a Norwegian geological expedition under Gunnar Olmkins discovered in a glacier the remains of seven Dutchmen who were members of Captain Jan Mayen's Polar expedition of 1824 which perished on that island during the Arctic winter.

In the following summer, the bodies were found and buried by an expedition sent out by the East India Company whose leader also published Jan Mayen's diary. Later efforts to locate the graves failed however until now after three centuries, the Norwegians found them accidentally.

The extraordinary warm weather of the past summer had apparently caused the ice covering the graves to melt more than for many years past, this having also been the reason for the recent discovery of the remains of the ill-fated North Pole expedition of Dr. Andre.

DEMOCRATS EXPECT TO VOTE "WET."

NEW YORK CONVENTION AND REVISION.

ADVOCATE REPEAL OF PROHIBITION.

[UNITED PRESS.]

Syracuse, N.Y., September 29.—Ex-Governor Alfred E. Smith conferred privately to-day with leaders of the Democratic party in this State, gathered here for the State convention, giving them his views on the prohibition question.

Ex-Governor Smith's opinions, it is expected, will be incorporated in a plank of the party platform, which will advocate repeal of the present national edict, and control by the States severally of the manufacture and distribution of liquor. Consistent with Mr. Smith's "wet" campaign for the Presidency in 1928, such a plank will not differ greatly from the position taken last week by the rival Republican convention.

The Democratic Convention is certain to renominate Governor Franklin Roosevelt, who accepted the nomination in 1928, with reluctance because of physical disability, in order to support his friend Smith for the Presidency. Roosevelt then found himself in the curious position of being elected to a position he had not sought, while the man he supported for the major office was defeated. Roosevelt himself has been frequently mentioned as a probable Democratic candidate for the Presidency in 1932.

Mr. Morrow in Washington.

Washington, September 29.—Mr. Dwight Whitney Morrow, candidate for United States Senator from New Jersey on the Republican ticket, has arrived in Washington, and has conferred with the Secretary of the State, Col. Stimson.

Mr. Morrow said that he intends soon to resign his official status, but that for the present he is still Ambassador to Mexico. Probably the most widely known senatorial candidate in the current campaign and certainly one of the most popular, Mr. Morrow declined to make any comment on politics. The campaign speech in which he laid down his position on the prohibition problem, recommending the return of control to the several States, has been much discussed and found an echo last week in the platform adopted by the New York State Republican convention. Mr. Morrow's candidacy has been endorsed by the administration, and by Mr. Hoover personally.

LOYD'S SHIPPING RETURNS.

LOCAL SHIPYARD'S ACTIVITIES.

According to local figures for the quarter ended September 30, compiled by Lloyd's, one ship was completed, one launched and eight more were in the course of construction during the period under review.

Of the four shipyards which figure in the list, the Kowloon Docks were responsible for the completed vessel which is the s.s. Tereita which left for Manila on Monday morning where she will be delivered to her owners. She will probably be used for coastal service in the Philippines.

The s.s. Kuri Maru, the vessel launched, was also built in this yard. She is a steel screw motor vessel and is built for Lever's Pacific Plantations, Ltd., Sydney. She has a gross tonnage of about 350.

The three under construction in this yard are two steel-screw motor vessels for Hioilo, named Kanaon and Terejader, and a lighter for the Asiatic Petroleum Company, which will probably be used for carrying oil in bulk.

Two vessels are under construction at Taihook, two at Bailey's shipyard and one at Kwong Fook Cheong. The two at Taihook, Wusueh and Maine, are intended for the China Navigation Company and the Standard Oil Company respectively. The former is a sister ship of the Wuhi, while the latter is a steel oil lighter. Two lighters for the Texas Company are being built at Bailey's.

Work is proceeding at Kwong Fook Cheong on a motor vessel being built to the order of Mr. Cesar Barrios of Hioilo, P.I. This vessel will be used for freight and passenger service, she will have Atlas Diesel twin motors (developing 250 H.P. each) which will give her a speed of about 12 knots. Her classification will be 100 A1 under survey by Lloyd's and she will probably be ready for delivery next March.

R.M.O. Empress of Asia, from Manila, is due here at 10.30 on Sunday, and will berth at Pier No. 5, Kowloon Wharf.

EASTERN NEWS IN BRIEF

PARS FROM EVERYWHERE.

Marshal Chiang Kai Shek has granted \$500,000 to the government troops who captured Lanfeng, Honan, from the Kuomintang recently. The money is "encouragement money."

The engagement is announced of Vera Marguerite Roach, daughter of the late C.E. Roach and Mrs. A. M. Hobbs of Shanghai, and Charles Otis Julian eldest son of Mrs. E. W. MacLean of Vancouver, B.C.

Appropos of the Chinese shipping companies' proposal for the establishment of a bank of commercial navigation in Shanghai, the Ministry of Finance has promised the native shipping companies to float a loan for \$10,000,000 for this purpose.

It has been definitely decided by the National Government to postpone the abolition of *likin* tax until January 1, next year, according to a Chinese Press report. However, the promulgation of China's new Customs tariff will take place shortly, the report says.

As the construction of the gunboat Yat-Sen at the Kiangnan Dock in Shanghai is nearing completion, the Ministry of Navy announces that November 12, the birthday anniversary of Dr. Sun Yat Sen, has been fixed as the appropriate day for the launching of the new gunboat, which is named after the latter Party leader.

At a quiet ceremony at the Union Church, Shanghai last week, Miss K. W. Robson, became the wife of Mr. Hugh Craig, engineer-superintendent of the Indo-China S.N. Co. The Rev. E. F. Borst-Smith officiated. Miss Robson has been engaged in the nursing profession at the Country Hospital for the past year. Mr. and Mrs. Craig will reside in Shanghai.

In view of the fact that the enforcement of the new American tariff has adversely affected China's export trade with America, the Ministry of Industry Commerce and Labour is conducting an investigation to ascertain the extent to which China's export trade is likely to be affected by the new U.S. tariff. It is understood that following completion of the inquiry, the Ministry will call a meeting of merchants engaged in the export trade with America to discuss the advisability of negotiating for reciprocal concessions with the U.S. Government.

SHIP DIRECT



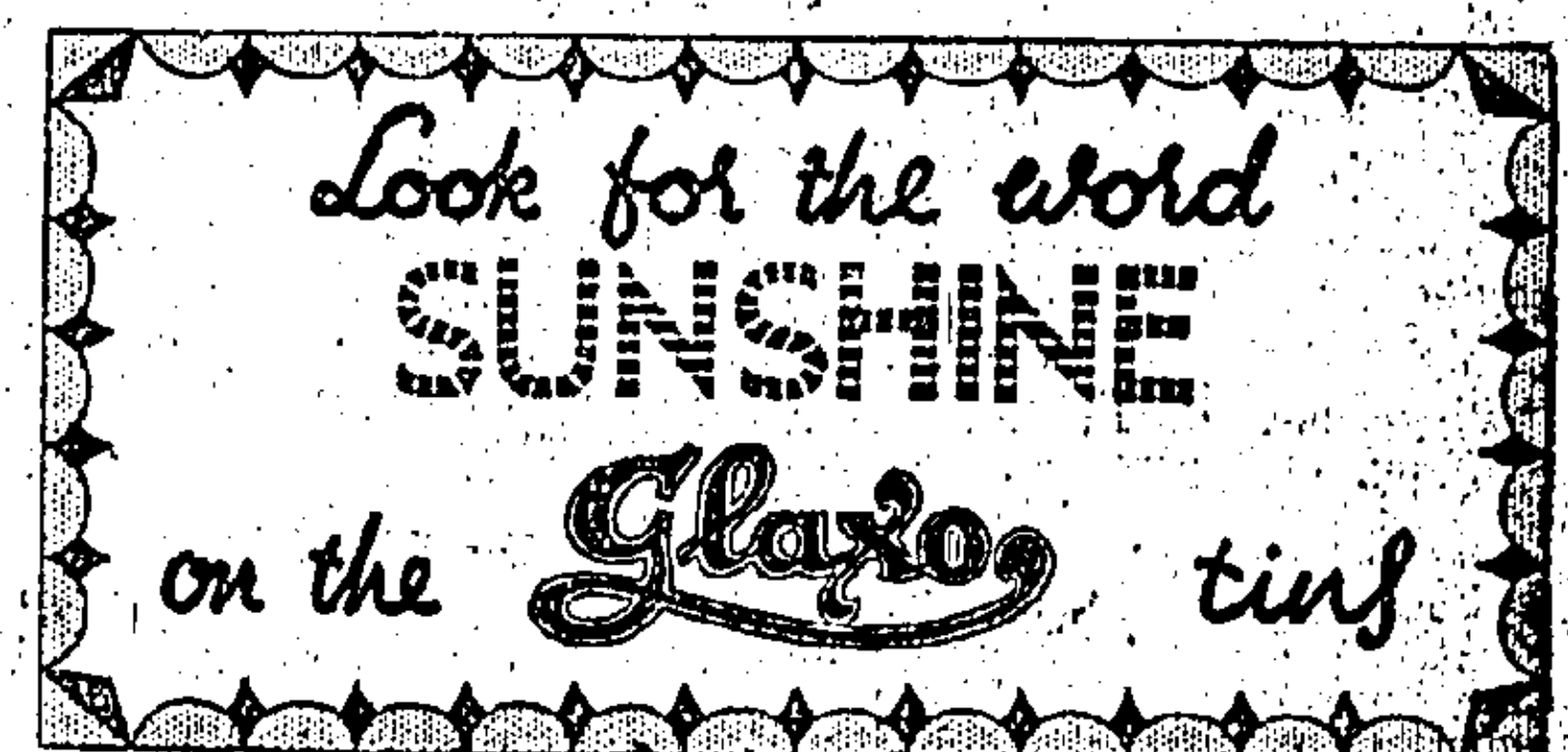
To AMERICA * * *

VIA the Port of Vancouver and short rail haul over two of this continent's greatest railway systems offers you a shorter, more direct route to Canadian and American markets than any other developed seaport on the Pacific Coast. You also save time in transit through efficient wharf and terminal facilities and port authorities who co-operate in the speedy discharge of cargoes.

PORT OF VANCOUVER

VANCOUVER HARBOUR COMMISSIONERS

VANCOUVER, B.C. CANADA



BE PREPARED

FOR THE CHILLY MORNINGS AND COLD NIGHTS. TAKE ADVANTAGE OF OUR LOW SCHEDULE FIXING RATE AND GET A GAS FIRE INSTALLED FOR

FIVE DOLLARS

SEE THE GAS FIRES, RADIATORS AND "LUSTRAN" HEATERS AT OUR SHOWROOMS.

THE HONG KONG & CHINA GAS CO. LTD.

TELEPHONE 20000.

SHOWROOMS AT WEST POINT

108 HOUSE STREET (NEAR STAR FERRY)

249, NATHAN ROAD (CORNER OF JORDAN ROAD).

MORE DISORDERS IN INDO-CHINA. MANY OFFICES BURNT DOWN AEROPLANES OPERATE AGAINST REBELS.

Disorders have continued during the last two weeks since the serious clash at Vinh, north Annam where 100 rebels were killed. On September 14 at Hung Nguyen, French aeroplanes scattered a rebel force killing 7 and wounding four persons. The same night the rebels attacked the central district offices at Nam Dan but the natives repulsed the attack, killing seven of the rebels.

On September 15 many fires were started in the country in the region of Vinh while two columns of Communists tried to burn down government offices near Saigon. On September 16, the Communists cut a bridge near Vinh and organized a new demonstration. Among the buildings put to flames were two French schools.

Similar incendiary acts occurred on September 18 near Saigon where four buildings were looted and burnt before the guard could be summoned. Bands of 500 and 600 people appeared at various small towns causing disorders and burning government offices. On September 20 several official houses near Hue were burnt and the schools by the Communist rebels.

The total of wounded in the region of Saigon since the beginning of the month is 147.

BIGGER U.S. LIQUOR CONSUMPTION. NEARLY THREE MILLION DOLLARS ANNUALLY.

[UNITED PRESS.]

Washington, Oct. 1.—A survey by the Association against the Prohibition Amendment, the findings of which were made public here to-day, showed that the annual liquor bill for the United States under prohibition came to a total of \$2,848,000,000, officials of the organization said.

The annual consumption of beer throughout the nation was stated to be 700,000,000 gallons. Wine totalling 110,000,000 gallons is consumed, according to the association's figures, while spirits total 200,000,000 gallons.

Comparing the post-war "prohibition" consumption of liquor with that of pre-war "wet" days, the survey showed that the amount of wine consumed per capita is now twice what it was before the World War, while spirits have decreased to one-tenth the former amount per capita.

New "Wet" Declaration.

Providence, R. I., Oct. 1.—A "dipping wet" plank was inserted into the Democratic state platform to-day at a meeting of the Democratic State Convention.

This was declared by anti-prohibition proponents to be one more important manifestation added to other recent ones, which show, so they said, a decided trend against the Eighteenth Amendment.

The convention nominated former Senator Peter G. Gerry as Democratic candidate for the Senate seat now held by Mr. Jesse H. Metcalf, Republican.

JOINT ATTITUDE TO SOVIET DEBTS.

CONVERSATIONS BETWEEN FRANCE AND BRITAIN.

London, September 29.—Conversations are proceeding between the French and English Governments for a common policy towards the Soviet debts.

To the proposition made by the Foreign Office, the Quai d'Orsay answered, according to the London Press, that France is ready to make no discrimination between French and British bearers of Russian debts or bonds.

A mixed Anglo-Russian committee for the settlement of Russian debt to England will meet on Thursday and will study all financial questions, private or public, pending between both countries.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rough, Oct. 7.	
Paris	123.825
New York	48.15/16
Brussels	24.835
Geneva	25.035
Amsterdam	12.05
Milan	82.765
Berlin	30.415
Stockholm	18.00
Copenhagen	18.16
Oslo	34.445
Vien	103
Prague	193
Helsinki	47.25
Lisbon	108.25
Athens	375
Bucharest	819
Rio	427/32
Buenos Aires	39
Montevideo	39
Shanghai	1/3 9/10
Hong Kong	2/0 7/10
Yokohama	1/0 7/10
Silver, spot & forward	16 7/10

Money and Markets

NEW YORK STOCK EXCHANGE.

DECLINE AT THE OPENING.

RECOVERY OF INTERNATIONAL TEL. AND TEL.

[UNITED PRESS.]

New York, October 2.—The market declined from the opening of the New York Stock Exchange to-day until the late afternoon, when it rallied vigorously in the final minutes, says the daily review of the Dow Jones Financial News Agency.

Though the entire list was irregularly lower at the close, losses were generally small.

Previous Day's Weak Spot.

International Tel. & Tel., a weak spot in yesterday's trading, was strong throughout to-day's session and it closed at 30 1/2, up 1/2. The Dow Jones average for 30 utilities was off 1.64 to 72.40. American Tel. & Tel. was off 7/8 to 208. Radio Corp. was off 1/4 to 28 1/2. Columbia Gas was down 1/4 to 63 1/2 and Consolidated Gas was off 1/4 to 102 1/2.

The bond market was irregular, with sugar securities under pressure shortly before the close.

Trouble with the major ticker system tied up all the Western Union circuits, leaving the closing prices in doubt until late.

Rails and Industrials Lower.

The Dow Jones average for 30 rails was off 1.27 to 122.78. Pennsylvania was off 3/8 to 70 1/2. New York Central was off 2 1/2 to 152 1/2. Erie closed at 38 1/2. Canadian Pacific was off three points to 179. Union Pacific rose a half to close at 207 1/2, and B. & O. was down three to 93 1/2.

U.S. Steel closed off 2 1/2 to 187 1/2, and the Dow Jones average for 30 industrials was off 3.10 to 211.04.

Westinghouse gained a half to close at 131 1/2, and Eastman Kodak was up 3/8 to 80 1/2. Bethlehem Steel was up 1/4 to 81 1/2. American Can dropped 3/8 to close at 122 1/2. General Motors was off 1/4 to 30. Chrysler was off a half to 21 1/2. J.I. Case was down 3/4 to 131 1/2, and Fokker Airplane was off 1/4 to 12.

Call money remained at 2 per cent. Time money was at 2 1/2 per cent. for 60 days and 2 1/2 per cent. for 90 days.

QUOTATIONS.

New York, Oct. 3.

Market easy.

Business done (not reported).

Oct. 2

Adams Express ... 123 1/2

American & Foreign Power ... 67 1/2

American Bell ... 44 1/2

American Smelting ... 67 1/2

American Tel. & Tel. ... 208 1/2

American Tobacco ... 119 1/2

American Waterworks ... 94 1/2

Anconda Copper ... 39 3/4

Atlantic Refining ... 27 1/2

Baltimore & Ohio ... 80 1/2

Bethlehem Steel ... 81 1/2

Borg & Warner ... 203 1/2

Calumet & Hecla ... 101 1/2

Canadian Pacific Railway ... 182 1/2

J. I. Case ... 131 1/2

Chicago Rock Island ... 93 1/2

Chrysler ... 21 1/2

Cities Service Common ... 204 1/2

Columbia Gas & Electric ... 54 1/2

Columbia Graphophone ... 144 1/2

Commonwealth & Southern ... 111 1/2

Consolidated Gas & Water ... 104 1/2

Continental Oil ... 151 1/2

Curtis Wright, Common ... 51 1/2

Deere & Moline ... 203 1/2

Eastman Kodak ... 80 1/2

Electric Bond & Share ... 67 1/2

Erie Railway ... 204 1/2

Fokker Airplane ... 12 1/2

Formosa ... 44 1/2

General Electric ... 68 1/2

General Motors ... 30 1/2

General Motors ... 30 1/2

General Railway Signal ... 72 1/2

Gold Dust ... 27 1/2

Goodrich Rubber ... 47 1/2

Goodyear Tire & Rubber ... 17 1/2

Grain ... 17 1/2

Hershey Chocolate ... 52 1/2

International Cement ... 67 1/2

International Common Eng. ... 41 1/2

International Harvester ... 71 1/2

International Nickel ... 21 1/2

International Tel. & Tel. ... 208 1/2

Johns-Manville ... 74 1/2

Kennecott Copper ... 25 1/2

Krugger & T. ... 23 1/2

Liggett & Myers "B" ... 94 1/2

Loew's Inc. ... 70 1/2

Ludlum Steel ... 20 1/2

Montgomery Ward ... 18 1/2

New York Central ... 152 1/2

Pacific Lighting ... 75 1/2

Packard Motor Car ... 109 1/2

Peabody Coal Corporation ... 54 1/2

Pennsylvania Railroad ... 70 1/2

Phillips Petroleum ... 20 1/2

Public Service of New Jersey ... 20 1/2

Radio Corporation ... 20 1/2

Radio Keith Orpheum ... 20 1/2

CANTON TRADE NOTES.

The Java sugar market has become unusually slack and quotations have fallen off badly.

Inquiries for cotton yarns are limited. Quotations have, however, remained steady as arrivals are small.

Prices of fire-wood have greatly dropped due to abundant supplies. Present quotations vary from \$1.20 to \$1.30 per picul.

With a view to promoting native industry, the Provincial Government has notified the revenue organizations that kerosene, produced by the Tong Ka Wan Petroleum Refinery Company, is to be exempt from import duties.

Foreign woollens are not much in demand in spite of the approach of the cool season. The buying power of the public is weak on account of high prices caused by the exchange. There has been, however, a keen demand for Japanese piece goods.

In accordance with the order of the Nanking Ministry of Industry, Commerce and Labour, the Kwangtung Provincial Government has instructed that every assistance available should be given to match manufacturers who have been doing very badly on account of keen competition by Swedish and Japanese matches.

The quantity of raw silk exported from the city during last month totalled some 2,940 bales, each bale containing 80 catties. This showed a decrease of 2,844 bales as compared with the preceding month. Of this amount, 1,705 bales were exported to the United States, 896 to France, 215 to Britain, 10 to Italy and 120 to Shanghai.

RAUB GOLD MINING COMPANY.

REPORT OF OPERATIONS.

The report of the Raub Australian Gold Mining Co., Ltd., for the four weeks ended September 12, states:

Development.—The development work completed for the term is a total of 753 feet, as follows:—Sinkings, 105 1/2 ft.; driving, 512 1/2 ft.; cross-cutting, 137 1/2 ft.; total, 755 1/2 feet.

The tonnage mined and crushed for the period totals 2,490 tons, the recovery being 12 1/2 dwts. of fine gold per ton, showing a satisfactory and profitable result.

The development work shows a maintenance of quantity and values throughout.

The cyanide plant treated 454 tons of low grade concentrates, showing a profitable recovery of gold bullion.

Bukit Koman Area.—The tonnage mined and treated from this area, totals 1,207 tons, and development 31 feet.

Anderson-Lithurane Area.—The tonnage mined and treated from this area, totals 412 tons, and development 42 feet.

Derrick Area.—Tonnage mined and crushed totals 877 tons, and development 194 feet.

Construction.—Steel stack, 50 ft. high completed. Building brick base for stack, due to furnace complete, awaiting Grinding Pan.

Hoical gear for compressor, with foundations for motor, completed and now changing motor to new position. Two tons of general castings made, and general repairs.

Cyanide Plant.—454 tons of low grade concentrates treated for a return of 83 1/2 dwts. of gold bullion, showing a profitable result.

Derrick—3,300 yards treated on day shift only, for a result of 28 1/2 dwts. of gold bullion, giving profitable result.

Battery Tonnage.—Forty stamps worked for 27 days:—Bukit Koman area, 1,207 tons; Anderson-Lithurane area, 412 tons; Derrick area, 877 tons; total, 2,490 tons.

Smelted Gold.—Battery, 1,710 1/2 dwts.; Cyanide plant, 83 1/2 dwts.; Dredge, 29 1/2 dwts.; total, 1,823 1/2 dwts.

Texas Gulf Sulphur ... 55 1/2

Timken Roller Bearing ... 58 1/2

Trans America ... 20 1/2

Union Carbide & Carbon ... 70 1/2

United Pacific Railway ... 44 1/2

United Aircraft & Transport ... 24 1/2

United Gas & Improvement ... 24 1/2

United States Rubber ... 15 1/2

United States Steel ... 109 1/2

Warner Bros. Pictures ... 131 1/2

Westinghouse E. & M. ... 131 1/2

Woolworth ... 131 1/2

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.

SHAREBROKERS' ASSOCIATION.

TUESDAY, OCTOBER 7.

Buyers Sellers Sales Nominal

Banks

H.K. Banks ... 1,517 1/2

Do. (London) ... 2108

Chartered Bank ... 217

Mercantile Bks. "A" ... 238 1/2

Do. "C" ... 212 1/2

Bank of East Asia ... 211 1/2

Insurances

Canton Insurance ... 1,080

Underwriters ... 3,70

North China ... 1,000

Union Insurance ... 340

Yangtze Insurance ... 340

China Fire ... 340

H.K. Fire ... 1,080

Shipping

Douglas ... 38 1/2

Steamboats ... 38 1/2

Indes (pref.) ... 38 1/2

Do. (single) ... 38 1/2

Explorations ... 38 1/2

Shanghai Loans ... 38 1/2

Rails ... 38 1/2

Tonghai Mines ... 38 1/2

Docks, Wharves, Godowns, etc.

H.K. & K. Wharves ... 155

Providence (old) ... 30

Do. (new) ... 30

H.K. Docks ... 35

Shanghai Docks ... 35

New Engineering ... 35

Hongkong ... 35

Land, Hotels, and Buildings

H.K. & S. Hotels ... 11 1/2

H.K. Lands (new) ... 7 1/2

Do. (rights) ... 7 1/2

Shanghai Lands ... 7 1/2

H.K. Realty ... 7 1/2

Humphreys ... 7 1/2

Chinese Estates ... 7 1/2

Cotton Mills

Ewo ... 11 1/2

Shai Cottons ... 11 1/2

Zong Sing ... 11 1/2

Public Utilities

Tramways ... 17 1/2

Peak Tram (old) ... 17 1/2

Do. (new) ... 17 1/2

Star Ferry ... 17 1/2

C. Lights (old) ... 17 1/2

Do. (new) ... 17 1/2

H.K. Electric ... 17 1/2

Macao ... 17 1/2

Sanction Light ... 17 1/2

Telephone (fully pd.) ... 17 1/2

Do. (part pd.) ... 17 1/2

China Buses ... 17 1/2

Tractions ... 17 1/2

Do. (pref.) ... 17 1/2

Industrials

Caldbeck, (ord.) ... 11 1/2

Macgregor (pref.) ... 11 1/2

Common Ice ... 11 1/2

Cementa (comb.) ... 11 1/2

Do. (old) ... 11 1/2

Do. (new) ... 11 1/2

Ropes ... 11 1/2

China Sugar ... 11 1/2

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"KINGYUAN"	On 10th Oct.	11 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 12th Oct.	6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOHOOW"	On 12th Oct.	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 12th Oct.	Noon
S'hai, Newchwang & DALNY	"CHINHUA"	On 13th Oct.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SONNING"	On 14th Oct.	10 a.m.
SWATOW, KOBE, YOKOHAMA, WAKATSUKI, OYAMA & TIENTSIN	"HUICHOW"	On 15th Oct.	10 a.m.
AMOI & SHANGHAI	"TSINAN"	On 15th Oct.	5 p.m.
AMOI, SWATOW & SINGAPORE	"KWANGTUNG"	On 15th Oct.	6 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 16th Oct.	10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 16th Oct.	Noon
S'hai, Newchwang & DALNY	"LUOHOW"	On 20th Oct.	5 p.m.
HONGKONG, TIENTSIN & HAIKOW	"CHENGTO"	On 23rd Oct.	11 a.m.
SWATOW, KOBE, YOKOHAMA, WAKATSUKI, OYAMA & TIENTSIN	"KUBOHOW"	On 24th Oct.	10 a.m.

SAILINGS SUBJECT TO ALTERATION.

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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGE TAIPIING	14th Oct.	21st Oct.	24th Oct.	9th Nov.
	14th Nov.	21st Nov.	24th Nov.	6th Dec.

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The M.S. "MALAYA"

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SAILING LIST.

Other Sailings:	SHANGHAI, ETC.	COVENANT, ETC.
M.S. "Malaya"	26th Oct.	26th Oct.
M.S. "Danmark"	27th Oct.	10th Dec.
M.S. "Java"	30th Nov.	9th Jan.
M.S. "Peru"	30th Dec.	9th Feb.
M.S. "Australia"	28th Jan.	7th March
M.S. "Africa"	26th Feb.	7th April

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JAPANESE PRINCE ... November 4th
JAPANESE PRINCE ... December 2nd

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG	OCTOBER 6, 1930.										OCTOBER 7, 1930.									
		Barometer at Sea Level	Thermometer	Wind	Cloud	Humidity	Direction	Force	Speed	Direction	Force	Barometer at Sea Level	Thermometer	Thermometer	Wind	Cloud	Humidity	Direction	Force	Speed	Direction
Wladivostok	12	30.00	76.1	70	...	SW	2	0	6	30.15	76.5	51	...	...	0	b	...	...	...	...	...
Nomuro	11	29.72	75.0	...	...	W	2	...	5	30.10	76.4	...	...	...	0	...	...	...	...	...	...
Hakodate	...	29.88	75.0	...	...	E	3	...	...	30.10	76.4	...	...	...	...	...	...	...	...	...	...
Tokyo	...	30.06	76.3	...	...	NE	1	...	...	30.18	76.6	...	...	...	WSW	1	...	...	...	...	...
Kobe	...	30.20	76.7	...	...	...	...	...	...	30.16	76.0	...	...	...	...	...	...	...	...	...	...
Yokohama	...	30.14	76.5	...	...	WNW	1	...	...	30.16	76.0	...	...	...	...	...	...	...	...	...	...
Kagoshima	...	30.12	76.5	...	...	...	...	...	...	30.16	76.0	...	...	...	...	...	...	...	...	...	...
Oshima	...	30.18	76.6	...	...	NNE	1	...	...	30.10	76.4	...	...	...	...	...	...	...	...	...	...
Naha	...	30.10	76.4	...	...	NNE	1	...	...	30.08	76.3	...	...	...	...	...	...	...	...	...	...
Ishigakijima	...	30.02	76.4	...	...	NNE	3	...	...	30.02	76.2	...	...	...	...	...	...	...	...	...	...
Bonin Island	...	30.10	76.4	...	...	NNE	1	...	...	30.05	76.3	...	...	...	...	...	...	...	...	...	...
Chesoo	15	30.05	76.3	78	...	NW	1	...	6	30.05	76.3	...	...	...	...	...	...	...	...	...	...
Shanghai	14	30.10	76.7	81	8	N	2	b	...	30.02	76.4	60	...	...	N	1	b	...	...	...	...
Wanchow	...	30.23	76.7	77	...	NNE	2	...	...	30.25	76.7	65	8	NNW	2	b	...	...	...	...	...
Foochow	...	30.19	76.9	79	8	ENE	2	c	...	30.16	76.0	71	4	NNE	2	b	...	...	...	...	...
Amoy	...	30.12	76.0	71	8	ENE	4	b	...	30.09	76.3	70	6	NNE	4	b	...	...	...	...	...
Swatow	...	30.04	76.0	81	6	ENE	4	b	...	30.02	76.3	68	...	...	NE	8	b	...	...	...	...
Taihook	11	29.77	76.1	78	...	ESE	3	...	...	30.07	76.3	70	...	...	SE	2	...	...	...	...	...
Taihook	...	30.18	76.3	76	...	ESE	0	...	...	30.01	76.2	87	...	...	...	0	b	...	...	...	...
Taihook	...	30.05	76.3	88	...	...	...	...	...	29.98	76.1	89	...	...	...	2	b	...	...	...	...
Taihook	...	30.04	76.0	86	...	NW	2	b	...	29.94	76.0	78	...	...	NE	6	b	...	...	...	...
Koshu	...	30.02	76.4	85	...	NE	6	b	...	29.99	76.1	74	...	...	NNE	6	b	...	...	...	...
Pescadore	...	30.06	76.8	88	...	NNE	2	b	...	30.06	76.3	73	6	NNE	2	b	...	...	...	...	...
Hong Kong	14	30.04	76.0	81	7	ESE	4	...	...	30.05	76.3	78	7	ENE	4	...	...	...	...	...	...
Gap Rock	...	30.07	76.8	81	6	ENE	2	b	...	30.04	76.0	68	...	...	N	2	b	...	...	...	...
Macao	...	30.03	76.2	82	...	ENE	2	b	...	...	...	...	...	...	...	...	...	...	...	...	...
Hoikow	...	30.05	76.2	82	...	NE	2	b	...	...	...	...	...	...	...	...	...	...	...	...	...
Pratas Island	...	30.00	76.0	81	8	NNE	2	b	...	30.13	76.5	72	8	NNE	4	...	...	...	...	...	...
Phulion	16	30.07	76.7	83	...	ENE	2	...	...	30.02	76.2	74	8	SW	2	...	...	...	...	...	...
Tourane	...	29.99	76.9	79	4	NNW	2	...	...	29.99	76.1	76	8	NNW	2	b	...	...	...	...	...
Cape St. James	...	29.98	76.1	81	8	E	2	...	...	29.90	75.9	77	4	NE	2	...	...	...	...	...	...
Basco	14	29.90	76.5	79	6	NE	4	...	...	29.80	76.8	77	4	SW	2	...	...	...	...	...	...
Aparr	...	29.87	76.6	83	4	NNE	2	...	...	29.88	76.8	77	6	...	...	...	...	...	...	...	...
Tuguegarao	...	29.88	76.8	85	...	W	2	...	...	29.87	76.6	76	8	...	...	...	...	...	...	...	...
Vigan	...	29.86	76.8	85	...	W	2	...	...	29.90	76.9	74	8	...	...	...	...	...	...	...	...
Manila	...	29.87	76.8	83	8	W	2	...	...	29.88	76.8	76	8	...	...	...	...	...	...	...	...
Legaspi	...	29.86	76.8	79	6	WNW	2	...	...	29.91	76.9	74	8	N	...	...	...	...	...	...	...
Calbayog	...	...	...	...	...	...	...	...	...	29.92	76.0	77	8	...	...	...	...	...	...	...	...
Tacloban	...	29.87	76.7	83	8	SSW	4	b	...	29.92	76.0	78	6	...	...	...	...	...	...	...	...
Cebu	...	29.86	76.8	81	8	W	0	b	...	29.90	76.9	77	4	...	...	...	...	...	...	...	...
Boho	...	29.87	76.8	86	8	W	2	b	...	29.90	76.0	78	6	...	...	...	...	...	...	...	...
Surigao	...	...	...	...	...	...	...	...	...	29.89	76.2	77	...	...	ENE	3	...	...	...	...	...
San Juan	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.87	76.8	...	...	...	...	...	...	29.87	76.8	...	...	...	NNE	2	...	...	...	...	...
Vap	11.00	29.78	76.6	...	...	...	...	...	...	29.91	76.7	76	...	...	WSW	2	...	...	...	...	...
Pelaw	...	...	...	...	...	...	...	...	...	29.85	76.2	76	...	...	SW	6	...	...	...	...	...
Labuan	14	29.82	76.7	86	4	N	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

October 7d. 10h. 30m.—A belt of high pressure extends from S.W. China to N.E. Japan and a trough of relatively low pressure from the China Sea to Guam.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 1927 1.94 inches, against an average of 77.60 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON OCTOBER 8.

- 1.—Formosa Channel ... N.E. winds, fresh.
- 2.—South coast of China between Hong Kong and Lameo ... E. winds, moderate; fine.
- 3.—Hong Kong to Gap Rock ... E. winds, moderate; fine.
- 4.—South coast of China between Hong Kong and Hainan ... E. winds, moderate; fine.

T. F. OLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, October 7.

	Previous On Date	On Date
Barometer...	30.02	3.10
Temperature Day	81	80
Humidity	59	64
Wind	W	ESE
Direction	W	E
Force	2	2
Weather	BO	B
Rain	0.00	0.00

Highest open-air Temperature, 61.81
Lowest open-air Temperature, 71.73

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

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HONG KONG TIDE TABLE.

From October 8 to 14, 1930.

High Water. Low Water.

Days of Week	Day of Month	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	8	h. m.	h. m.	h. m.	h. m.
Thur.	9	10 14	6 5	4 19	2 3
Fri.	10	10 44	7 0	4 18	2 8
Sat.	11	11 45	5 8	5 34	1 9
Sun.	12	10 50	5 0	5 31	3 0
Mon.	13	11 59	7 8	5 18	3 9
Tues.	14	0 29	4 5	5 51	4 1
		0 16	7 6	8 45	2 2
		No infer.	high	nor low	wat.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO, HONGKONG."

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC 12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Ship	Leave	Arrive	Ship	Leave	Arrive
Empress of Asia	Oct. 15	Oct. 23	Empress of Japan	Oct. 15	Oct. 23
Empress of Russia	Oct. 20	Oct. 28	Empress of Japan	Oct. 20	Oct. 28
Empress of Japan	Oct. 25	Oct. 31	Empress of Russia	Oct. 25	Oct. 31
Empress of Asia	Oct. 30	Nov. 5	Empress of Japan	Oct. 30	Nov. 5
Empress of Russia	Nov. 5	Nov. 11	Empress of Japan	Nov. 5	Nov. 11
Empress of Asia	Nov. 10	Nov. 16	Empress of Russia	Nov. 10	Nov. 16
Empress of Japan	Nov. 15	Nov. 21	Empress of Asia	Nov. 15	Nov. 21
Empress of Russia	Nov. 20	Nov. 26	Empress of Japan	Nov. 20	Nov. 26
Empress of Asia	Nov. 25	Dec. 1	Empress of Russia	Nov. 25	Dec. 1
Empress of Japan	Nov. 30	Dec. 6	Empress of Asia	Nov. 30	Dec. 6
Empress of Russia	Dec. 5	Dec. 11	Empress of Japan	Dec. 5	Dec. 11
Empress of Asia	Dec. 10	Dec. 16	Empress of Russia	Dec. 10	Dec. 16
Empress of Japan	Dec. 15	Dec. 21	Empress of Asia	Dec. 15	Dec. 21
Empress of Russia	Dec. 20	Dec. 26	Empress of Japan	Dec. 20	Dec. 26
Empress of Asia	Dec. 25	Jan. 1	Empress of Russia	Dec. 25	Jan. 1
Empress of Japan	Dec. 30	Jan. 6	Empress of Asia	Dec. 30	Jan. 6
Empress of Russia	Jan. 5	Jan. 11	Empress of Japan	Jan. 5	Jan. 11
Empress of Asia	Jan. 10	Jan. 16	Empress of Russia	Jan. 10	Jan. 16
Empress of Japan	Jan. 15	Jan. 21	Empress of Asia	Jan. 15	Jan. 21
Empress of Russia	Jan. 20	Jan. 26	Empress of Japan	Jan. 20	Jan. 26
Empress of Asia	Jan. 25	Jan. 31	Empress of Russia	Jan. 25	Jan. 31
Empress of Japan	Jan. 30	Feb. 5	Empress of Asia	Jan. 30	Feb. 5
Empress of Russia	Feb. 5	Feb. 11	Empress of Japan	Feb. 5	Feb. 11
Empress of Asia	Feb. 10	Feb. 16	Empress of Russia	Feb. 10	Feb. 16
Empress of Japan	Feb. 15	Feb. 21	Empress of Asia	Feb. 15	Feb. 21
Empress of Russia	Feb. 20	Feb. 26	Empress of Japan	Feb. 20	Feb. 26
Empress of Asia	Feb. 25	Mar. 1	Empress of Russia	Feb. 25	Mar. 1
Empress of Japan	Mar. 1	Mar. 7	Empress of Asia	Mar. 1	Mar. 7
Empress of Russia	Mar. 6	Mar. 12	Empress of Japan	Mar. 6	Mar. 12
Empress of Asia	Mar. 11	Mar. 17	Empress of Russia	Mar. 11	Mar. 17
Empress of Japan	Mar. 16	Mar. 22	Empress of Asia	Mar. 16	Mar. 22
Empress of Russia	Mar. 21	Mar. 27	Empress of Japan	Mar. 21	Mar. 27
Empress of Asia	Mar. 26	Mar. 31	Empress of Russia	Mar. 26	Mar. 31
Empress of Japan	Mar. 31	Apr. 6	Empress of Asia	Mar. 31	Apr. 6
Empress of Russia	Apr. 5	Apr. 11	Empress of Japan	Apr. 5	Apr. 11
Empress of Asia	Apr. 10	Apr. 16	Empress of Russia	Apr. 10	Apr. 16
Empress of Japan	Apr. 15	Apr. 21	Empress of Asia	Apr. 15	Apr. 21
Empress of Russia	Apr. 20	Apr. 26	Empress of Japan	Apr. 20	Apr. 26
Empress of Asia	Apr. 25	May 1	Empress of Russia	Apr. 25	May 1
Empress of Japan	May 1	May 7	Empress of Asia	May 1	May 7
Empress of Russia	May 6	May 12	Empress of Japan	May 6	May 12
Empress of Asia	May 11	May 17	Empress of Russia	May 11	May 17
Empress of Japan	May 16	May 22	Empress of Asia	May 16	May 22
Empress of Russia	May 21	May 27	Empress of Japan	May 21	May 27
Empress of Asia	May 26	May 31	Empress of Russia	May 26	May 31
Empress of Japan	May 31	Jun. 6	Empress of Asia	May 31	Jun. 6

HONG KONG-MANILA

Ship	Leave	Arrive
EMP. OF CANADA	Oct. 22	Oct. 24
EMP. OF RUSSIA	Nov. 2	Nov. 4

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Freight: 30043

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SEATTLE, VICTORIA via Shanghai & Japan Ports

HIVE MARU ... Wednesday, 22nd October

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo & Suez.

HAKONE MARU ... Saturday, 15th October, at 7 a.m.

SUWA MARU ... Saturday, 1st November

SYDNEY & MELBOURNE via Manila & Port.

AKI MARU ... Tuesday, 21st October

KITANO MARU ... Tuesday, 18th November

BOMBAY via Singapore, Penang & Colombo.

TANGO MARU ... Saturday, 11th October

TOTTORI MARU ... Monday, 27th October

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 20th November

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Saturday, 18th October

NEW YORK, BOSTON via PANAMA.

LISBON MARU ... (Calla Baltimore and Havana) Friday, 17th October

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles

LIMA MARU ... Tuesday, 14th October

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Thursday, 9th October

RANGOON MARU ... Wednesday, 29th October

SHANGHAI, KOBE & YOKOHAMA

KITANO MARU (Nagasaki direct) ... Wednesday, 1st October

TEIKUNI MARU ... Thursday, 10th October

CALCUTTA MARU (Mojji direct) ... Saturday, 18th October

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Sailings from Hong Kong

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

ANDRE LEBON ... 14th Oct.

PORTHOS ... 28th Oct.

OPENONORAU ... 11th Nov.

ATROG II ... 25th Nov.

VARAGNAN ... 9th Dec.

ANGERS ... 23rd Dec.

SPHINX ... 6th Jan. '31

G. METZINGER ... 20th Jan.

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YESTERDAY'S FREIGHT RETURNS

IMPORTS 10,280 TONS;
THROUGH CARGO
17,555 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

Cargo for Through Ports

British Empire of Asia, 833 469

Nam Sang, 764 1,393

Penrith Castle, 3,000 35

Kingyuan, 250 620

Swatow, 250 620

American Nevada, 1,351 1,635

French Limchow, 1,680 1,200

G.G. Merhin, 236 —

Swatow, 1,010 1,500

Italian Venezia L., 4,032 —

Shanghai, 4,032 —

Japanese Chichibu Maru, 482 —

Wakasa Maru, 32 1,025

Toba Maru, 164 4,000

Celebes Maru, 916 2,276

Sun Kong, 1,014 7,371

Chinese Feng Lee, 468 —

Chafoo, 300 —

K. C. Wan, 683 —

Total 10,280 17,555

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

British 6 Arr. 9 Dep.

American 2 1

French 2 0

Italian 1 0

Japanese 6 6

Chinese 2 1

German 6 1

Total 19 18

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Empress of Asia (Br.) Vancouver, Shanghai 425

Nam Sang (Br.) Calcutta, Singapore 620

Pras. Jefferson (Am.) San Francisco, Shanghai 262

Limchow (Fr.) Haiphong, 163

Wakasa Maru (Jap.) Buenos Aires, Singapore 156

Total 1,832

The R.M.S. Empress of Japan arrived at Kobe on October 6 at 3.30 p.m. left on October 7 at 3 p.m. is due at Yokohama to-day at 3 p.m. will leave to-morrow at 3 p.m.

ARRIVALS

October 6.

Isar, German str., 5,630 tons, Capt. Thape, from Shanghai, buoy No. A1.—Melchers & Co.

October 7.

Celebes Maru, Japanese str., 4,258 tons, Capt. J. Itow, from Singapore, Kowloon Wharf.—O.S.K.

King Maru, Japanese str., 1,231 tons, Capt. K. Hirazawa, from Canton, buoy No. B40.—O.S.K.

King Yuan, British str., 1,546 tons, Capt. J. D. Whyte, from Swatow, buoy No. B34.—B. & S.

Kum Sang, British str., 3,341 tons, Capt. J. H. Ferguson, from Kobe and Amoy, Kowloon Wharf.—J. M. & Co.

Limchow, French str., 1,591 tons, Capt. P. B. Morganti, from Haiphong, buoy No. B20.—Sing Kee & Co.

Nevada, American str., 3,517 tons, Capt. J. S. Smith, from Shanghai, Stonecutters.—State S.S. Co.

Sun Kong, Chinese str., 322 tons, Capt. Lai Kwong, from K. C. Wan, buoy No. C42.—Wo Hop & Co.

Tai Lee, Chinese str., 1,044 tons, Capt. Z. Masaki, from Swatow, buoy No. A29.—Loong Tai Hong.

Tevere, Italian str., 4,442 tons, Capt. Balmarich, from Singapore, Kowloon Wharf.—Doddwell & Co.

Utrecht, Dutch str., 709 tons, Capt. J. H. Kop, from Balikpapan, A.P.C. Wharf.—A.P.C.

Venezia-L., Italian str., 4,872 tons, Capt. Rolli Giovanni, from Shanghai, buoy No. A4.—Doddwell & Co.

CLEARANCES

October 7.

Bandai Maru, for Dungen.

Celebes Maru, for Kobe.

Chak Sang, for Swatow.

Chip Shing, for Swatow.

Clara John, for Hongkong.

Emp. of Asia, for Manila.

Hai Yang, for Swatow.

Hong Kheng, for Amoy.

Kine Maru, for Keelung.

Kingyuan, for Canton.

Limchow, for Canton.

Nam Sang, for Amoy.

Nevada, for Manila.

New Mathilde, for Hoivoh.

Pras. Jefferson, for Manila.

Taiyuan, for Amoy.

Tevere, for Shanghai.

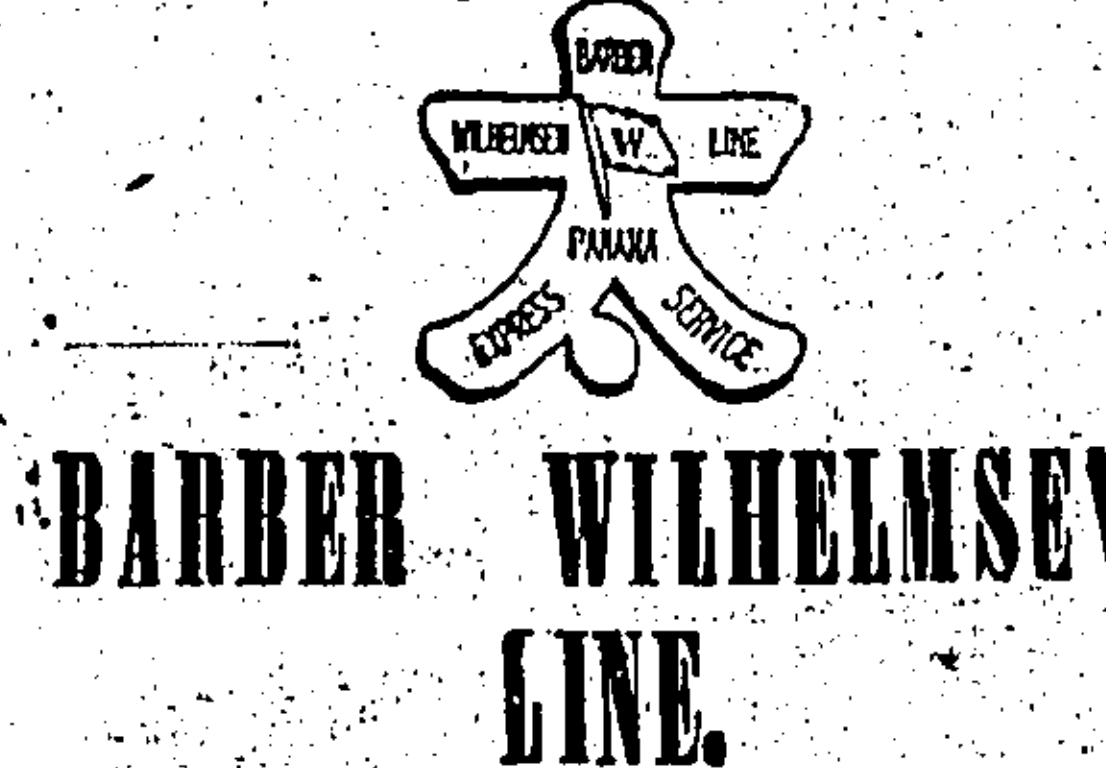
Venezia-L., for Singapore.

PASSENGERS

Departures

The following passengers left on Tuesday by s.s. President McKinley—

Mr. T. A. Apin, Mrs. J. D. Curley, Mr. R. D. Elliot, Mrs. W. N. Gray, Mrs. F. Kint, Mrs. B. Lauriston, Mr. J. R. Mason, Mr. C. D. McCord, Mr. F. C. Nelson, Mr. V. T. Robson, Mrs. A. W. Sjoborg, Mr. I. I. Yates, Miss J. Taylor, Mr. S. Toyota, Mr. and Mrs. E. A. Wyld, Mr. W. J. Cleveland, Miss B. Jellinek, Dr. P. A. Pittenger, Mr. K. D. Parker, Mr. V. S. Woolley, Mr. O. P. La Parke, Mr. and Mrs. B. Assumpcio, Miss M. Gordon, Mr. and Mrs. Joe Knott, H. H. Prince, Purchase, Pra Pramoda, Pra Luang Kxanu, Mr. Singh Klang Ykai, Mr. Fah Jinsaman, Mr. Sod Kurnarohita, Mr. Robin Gordon, Mr. S. Howard, Mr. Wong Lun, Mr. H. A. Lee, Mr. Lee Shu Tam, Mr. Wah Mok Sang, Mrs. Fong Chu Tang, Master Lim Wat Tun, Mr. O. M. Pepper.



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UNITED KINGDOM & CONTINENT

S.S. "CITY OF MOBILE" ... London, Rotterdam, Hamburg & Glasgow ... 8th October

S.S. "CITY OF HERFORD" ... London, Rotterdam & Hamburg ... 8th November

S.S. "CITY OF ROUBAIX" ... London, Rotterdam & Hamburg ... 9th December

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M.V. "PAYBANK" ... 1st November

M.V. "TWEEDBANK" ... 4th December

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